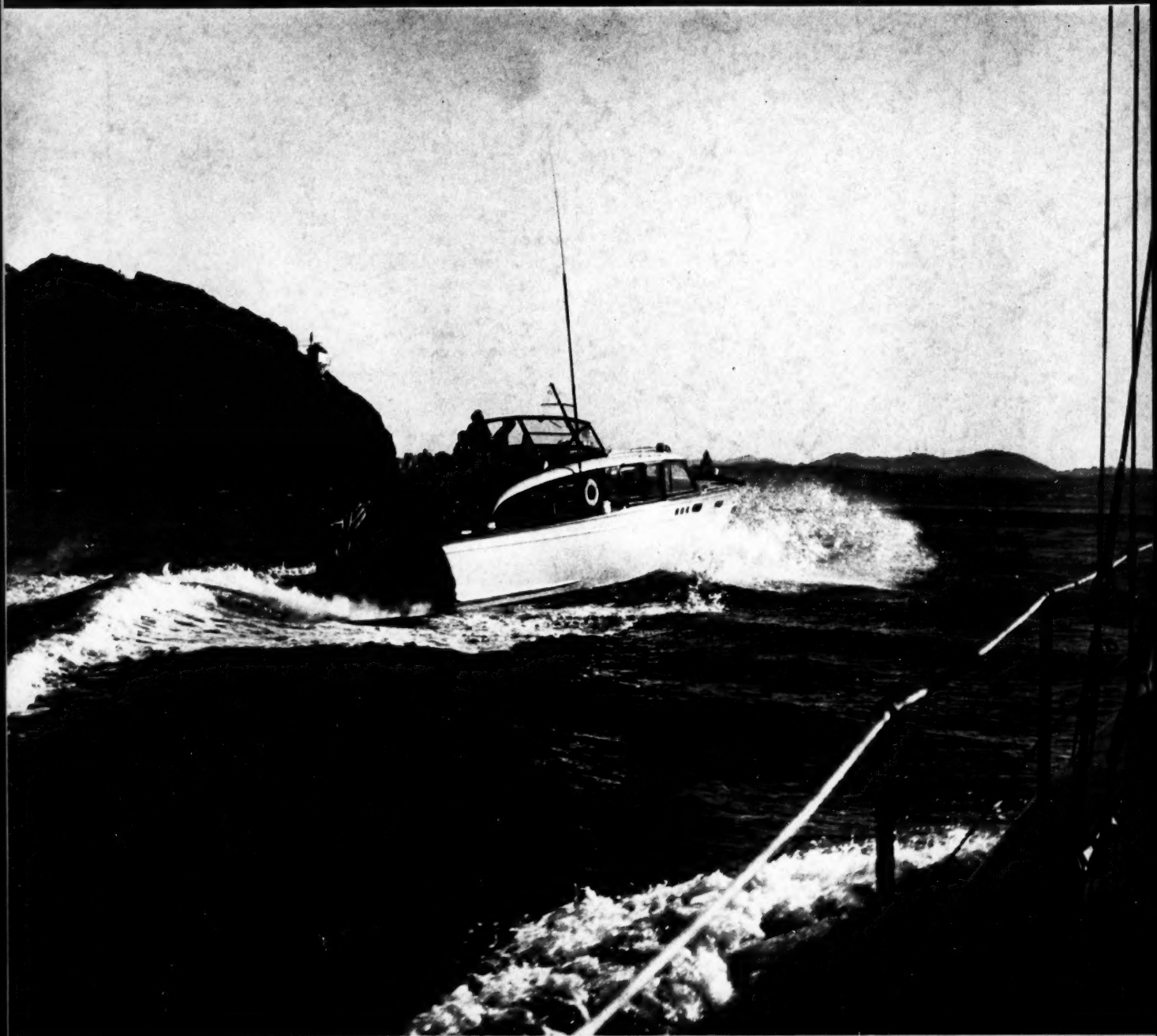


Sea

AND PACIFIC MOTOR BOAT



**DESTINATION — DIAMOND HEAD
IN THE WAKE OF THE WAR CANOES
GUY LOMBARDO AND THE GOLD CUP
MIDWINTER REGATTA AT LOS ANGELES**

COCK SAYS: "PAINTING"

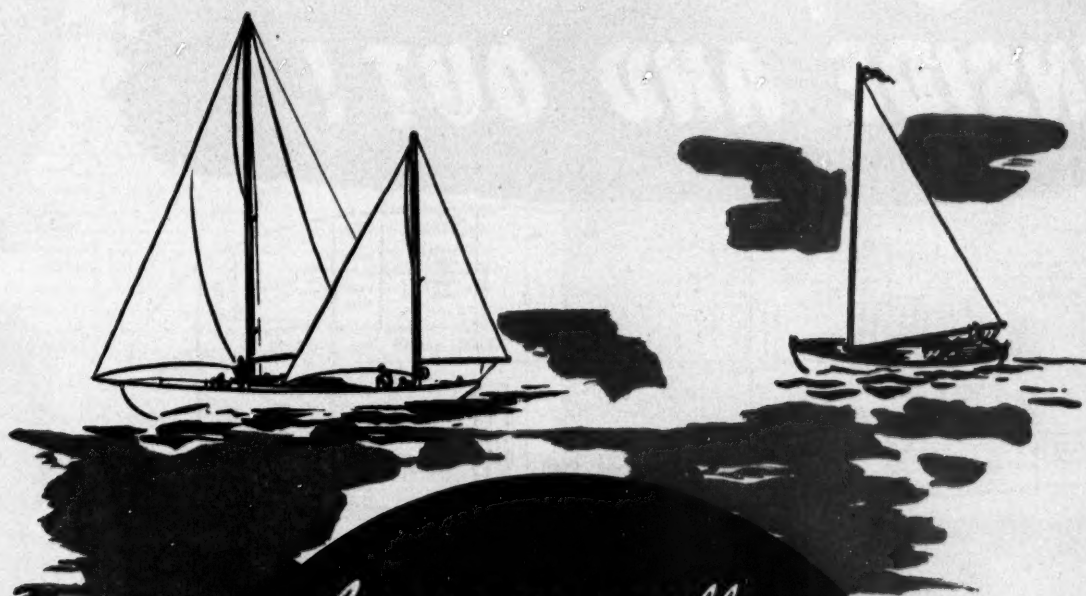
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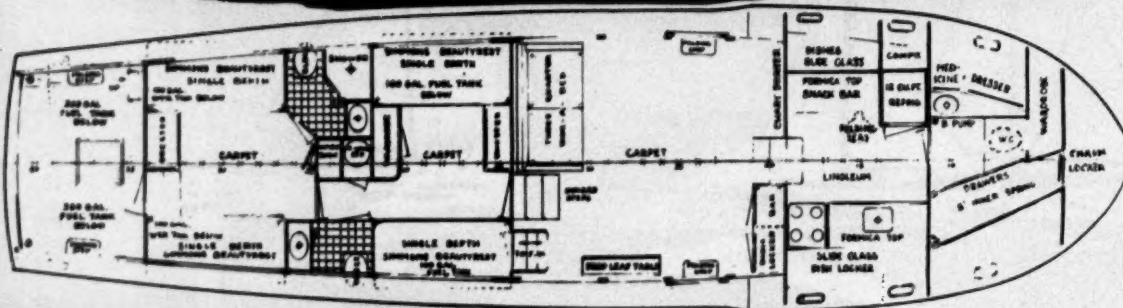
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Manager of the Marine Division



OUR Stephens IS TOPS INSIDE AND OUT!



Say the Glen C. Staters,
Newport Beach, Calif.
Owners of the 52-foot Naomi II

A few days after these pictures were taken, Glen and Naomi Stater put out to sea on a holiday cruise to La Paz, Mexico—1,900 miles round trip.

"Since getting our Stephens we like extended trips," Glen says. "We have most of the comforts of home aboard, and for its size it's the best boat built for outside sea work in all kinds of weather."

And Glen Stater knows boats. The sleek but rugged Naomi II is the retired car distributor's fifth cruiser—his first Stephens.

"This time we insisted on the finest, and that's what the Stephens Brothers delivered, right down to the last specification in our custom-built living quarters," Naomi Stater adds. "So much room! Glen and I are just like all the other Stephens owners around Newport Harbor — simply crazy about our boat! Inside and out, it's tops."

Spacious lounge (above, left) uses boat's 13½-ft. beam to full advantage.

Sparkling, extra large galley (right) is Naomi's delight. Plenty of work space — even with deep freeze and outsize refrigerator aboard.

View of one of the aft staterooms (left) shows individual bath with stall shower.



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Sea and Pacific Motor Boat

April, 1953

Volume 45, Number 4

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THE COVER PICTURE

The beautiful Chris-Craft cruiser Husky, owned by Doug Dorn of Sausalito, Cal., has been designated as the Official Boat for the Pacific Coast Championship Regatta to be held on San Francisco Bay from June 4th to 7th. When the picture was taken The Husky was acting as convoy to Charles Langlais' Adios II with its crew of delegates to the Pacific Coast Yachting Ass'n. meeting on their way to the Marin Yacht Club.

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APRIL, 1953

SEA and PACIFIC MOTOR BOAT

1953 OUTFITTING HEADQUARTERS



LIDO PENINSULA SHIPYARD, NEWPORT BEACH

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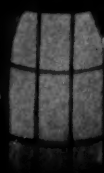
Lido Peninsula Shipyard is attracting and holding the confidence of yachtsmen because its various department heads and workmen offer many years of successful experience in yacht building and repairing. Complete facilities are available at all times for any job from haul-out and painting to major rigging and engine overhauling. Spar-making is one of our specialties.

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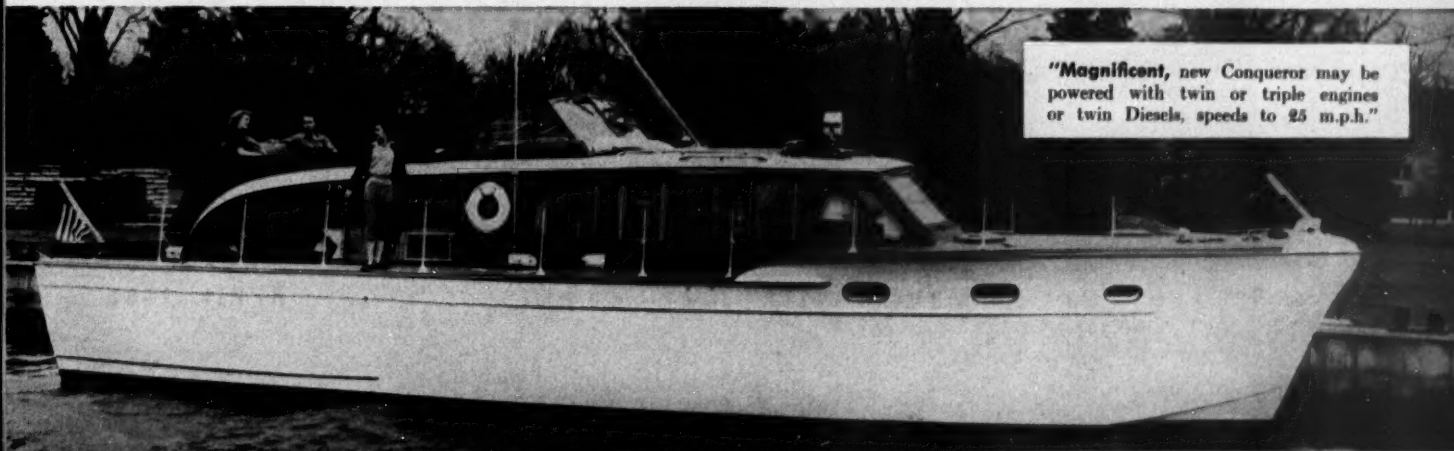
"Popular spot is this smart dinette, which also converts into a double bed. Our lavishly appointed Conqueror has comfortable sleeping accommodations for 10 with toilet facilities fore and aft. A wonderful cruiser for long trips!"



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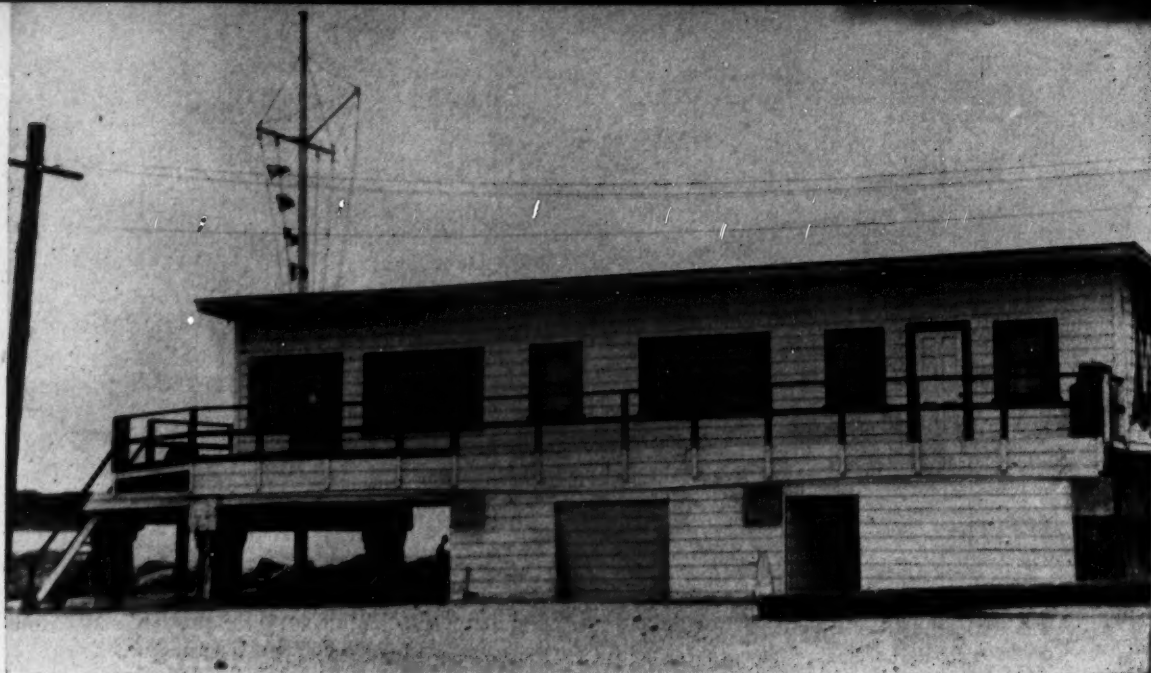
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Clubhouse of the Win'ard Yacht Club at Redondo Beach, Cal., was built by the members. Such a spirit is the most important ingredient in producing a successful club. —Photograph by Charles Bell

SELF-MADE YACHT CLUB

By CHARLES BELL

WANT to start a yacht club? It's easy. All you have to do is round up ten or twelve yachtsmen, meet around at each other's houses until a constitution and by-laws are written to suit all concerned, (this takes about six months) become incorporated, build a clubhouse, raising the money by hook or crook and doing the work on weekends yourselves, get official recognition from your yachting association, inaugurate six first class ocean yacht races, do it all in three years and you are in business. You have a yacht club.

That's the way Win'ard, the biggest little yacht club in Southern California was started. It took guts and hard work, but this was nothing new to the Win'ard's charter members. They were all used to work as all of them are working men. No swank, no brass or polish. Just plain sailors at heart with one thing in common, namely boats and a yacht club near home where the families and friends of all could come and share in the fun of sailing boats.

The site, Redondo Beach, is one of the least inviting, shall we say, in the whole coastline of the Santa Monica Bay area. It is the end of the bay that the slanting westerlies make into a sounding board for the giant ground swells that roll in from Japan. A deep canyon in the ocean floor that comes right up to the front door of Redondo helps them along and, periodically, these giants of the deep lash the shoreline and sweep houses, tons of earth and segments of the down-town business district into the sea.

Man's puny efforts to combat this power have resulted in a too little and too late breakwater that curves out a few hundred feet from shore in a weak arc pointing at the heart of the trouble.

Behind this bulwark, over which the waves pound at high tide, the hardy sailors of the Win'ard Yacht Club put down moorings to tie their boats to in good weather.

And at the beginning of the breakwater they built a clubhouse up on stilts to avoid the pounding waves at high tide.

It is a real clubhouse, twenty by sixty feet with a galley, a head and a full length kibitzer porch where the arm chair sailors can congregate and watch the eight-foot racing dinghies sail their races in the open ocean out of the protection of the meagre breakwater. They had to lay a wire mesh road over the sand so that small craft could be wheeled down and launched inside the protection of the so-called harbor.

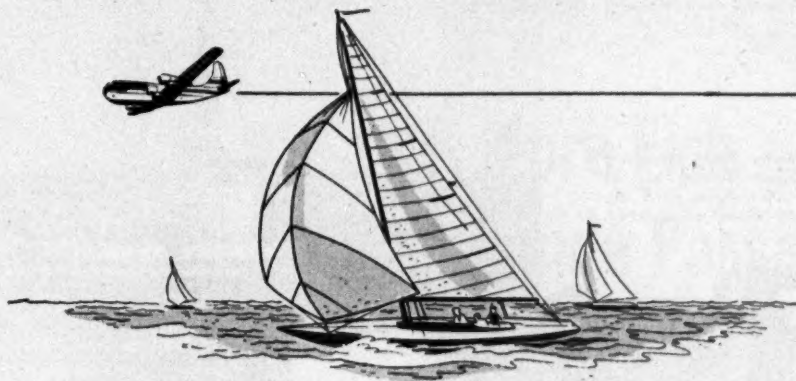
The Club must have been named Win'ard, because the only way to sail out of the place and all the places to sail to are dead to win'ard.

It all started when six or eight fellows who owned boats in the area got together one night and decided to form a club. The first six months were mostly talk with new faces coming and going, but it finally settled down to a few who stuck it out and they wrote the constitution and by-laws, finally electing Bob Goldstone, a sailmaker, of Goldstone and Morrison, as their first commodore.

They began to recruit members and hold public meetings. These meetings were sometimes held in someone's home, but often held in a grade school room. A few were held as dinners at some local restaurant. As Jim Carlson, third and present commodore put it, "It was mostly a matter of trial and error and, boy, we sure made our share of errors."

They obtained permission from the City Council to build the clubhouse on the edge of the breakwater, but the big problem was financing. No bank loans for them—they decided to pay as they went, and to raise the money as they needed it. Right here they made a very smart move; they started the Petticoat Fleet. It didn't take the women

(Continued on Page 66)



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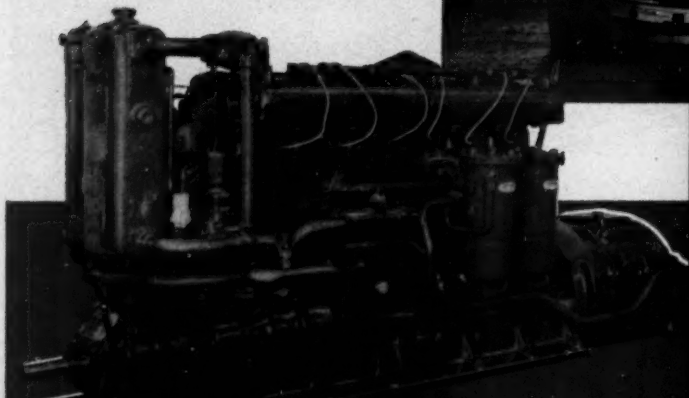
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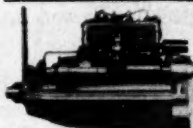
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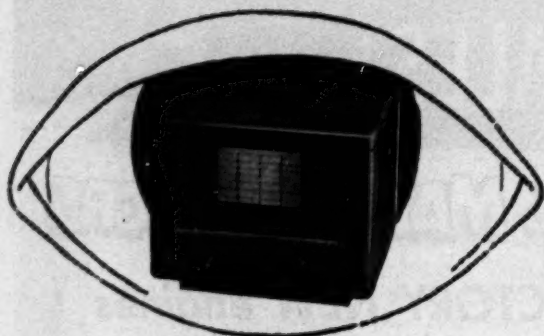
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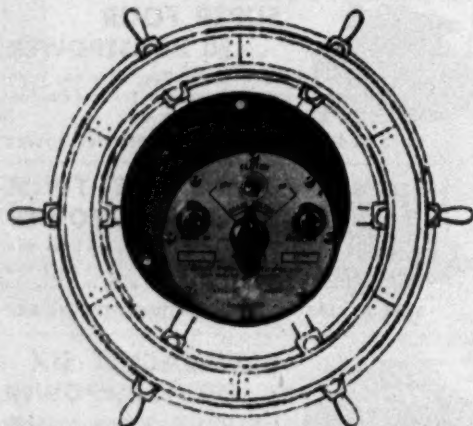
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CATALINA AND CARR INLET

WE don't like to criticize the armed services. Many of us have served in them gladly and have happy memories of that service.

However, there have been altogether too many instances lately of utter disregard of civilians' rights. The attempt to grab the water at Fallbrook, Cal. is the most notorious of these. It was engineered by politicians, but was on behalf of the Marines. And let us not forget that the government's legal action has not yet been dismissed, in spite of repeated statements that it would be. Then there is the reported threat to take away water rights of civilians in the California desert because "the Navy might need the water."

Boating people on this coast have been seriously threatened twice in recent months. First, the Navy planned to take over Carr Inlet, near Tacoma, Wash., despite the fact that it is a popular week-end objective for hundreds of boat owners, and despite the fact that many people live there and might be shut off from commuting to work and from getting supplies.

Then there was the attempt to take over The Isthmus at Catalina. Had this been done, the principal reason for having a boat in Southern California would have been destroyed, for Catalina is the only place we have to go. The boating industry would have been ruined needlessly, since there are many other places for the Navy to carry on its work.

In both cases, Carr Inlet and Catalina, the Navy abandoned its schemes only after a storm of protests had been sent to Washington.

We trust these episodes merely spell failure of public relations officers to function intelligently and that they are not symptoms of the disease known as "Bureaucracy." We still have a friendly feeling toward the Navy, but we hope it will not be subjected to the strain of further incidents.

For the future, it should be noted that Philip Wrigley is sustaining heavy losses on Catalina. Boat owners, fishermen and others using the island should explore the possibility of helping him to reduce these losses.

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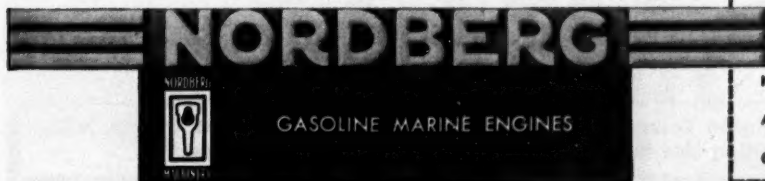


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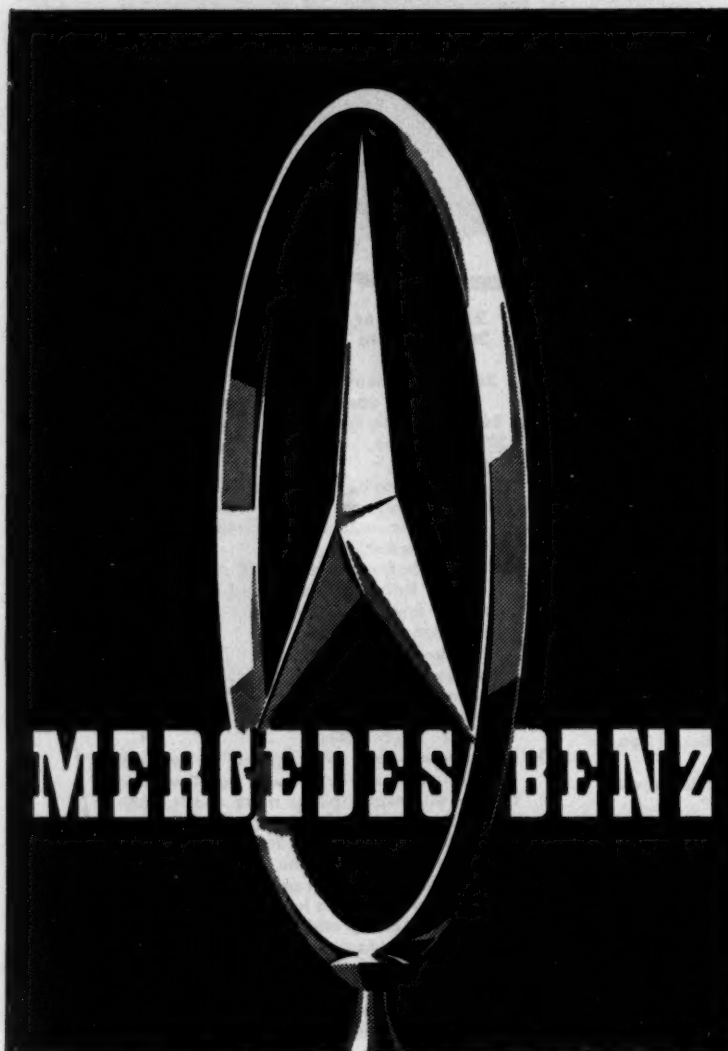
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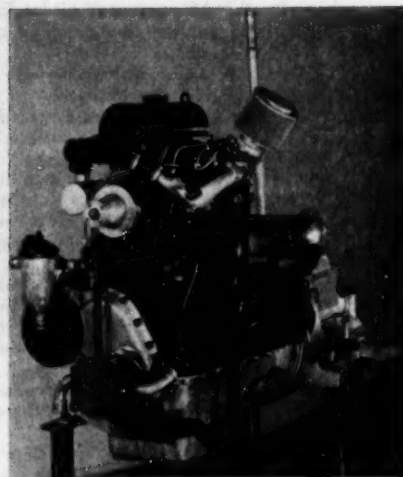
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IGNORANCE *is Bliss*

You Had Better Learn Some of the Pitfalls of Failing to Take Out Insurance Before You Stumble Into Them. Here Is Just One Such Pitfall

MANY boat owners feel they have no liability under the Longshoremen's and Harbor Workers' Compensation Act. Ignorance is indeed bliss, and this sense of well being has not been destroyed by the penalty of a \$1,000 fine and/or a year in jail for failure to have secured payment of compensation in advance to or death of an employee. There have been several reasons advanced by boat owners in their belief that they do not have any liability under the Act such as "All of my work is done in a regular shipyard," "I do all of my own work except for major haul outs," "I share a paid hand with a couple of other fellows on an independent contractor basis." Rather than argue point by point with these erroneous beliefs, let us first consider what the Act does cover.

This federal act was passed in 1927 to protect land employees whose duties were primarily maritime in nature. This type of employee was not eligible for State Workmen's Compensation and thereby could not be insured against accidental injury or death under any existing law. Because of the flexible duties of a man working partly on land and partly on water, the Act is all inclusive and covers all types of employment except those specifically denied to it. What then is denied to the Act? First, the master or members of the crew of a vessel who come under Admiralty Law and the Jones Act. Second, any land employee to whom State Workmen's Compensation is available.

There is only one other exclusion for eligibility of an employee under the Act and that is any person hired by the master to load, unload or repair any vessel under 18 tons net. It is unfortunate that the Act is so ambiguous with regard to the word "master," as interpretations under the Act have indicated that the word "master" does not include the owner of a small boat although in effect he may be the master and perform all duties of one.

To qualify then, the employee must be a land employee whose duties are of a maritime nature. The injury must occur on navigable waters of the United States or it must occur while working upon a completed vessel, that is, a vessel which has been launched and has become a maritime entity. In general it has been construed, and properly so, that anyone who furnishes services or supplies to a completed vessel is an eligible employee under the terms of the Act.

In view of the above, why then have so many boat owners felt themselves free of liability under the Act? It is true that if the boat owner has his annual haul out and

heavy maintenance done at a regularly established shipyard, which shipyards have their liabilities for the various types of compensation insured, he faces no hazard there. Also, if the boat owner performs his own light maintenance work and does not employ a paid hand on either a part time or a full time basis, he again faces no hazard. If, however, the boat owner has any services or supplies rendered to the vessel by any other means, he does face a hazard. What boat owner can be sure that he will never foul his propeller in a mooring line in a strange area and never hire anyone to cut it free. Who can say that in the event of mechanical failure of any of his machinery he will not hire a repairman aboard to fix a specific item. These, of course, are unforeseen hazards but they are real.

Those boat owners who have a part time paid hand or a full time paid hand to do maintenance work aboard the vessel are in for a rude awakening if they feel that such an employee, not a member of the crew, is covered under State Workmen's Compensation. While there may be some justification to the opinion that such a worker is an independent contractor, in most cases the courts have held that unless the worker performs specific jobs for specific prices and is not under the direction of the boat owner, he is not an independent contractor.

The Act provides for the payment of compensation through one of two methods. The first and most satisfactory way is the purchase of insurance to cover the liabilities under the Longshoremen's and Harbor Workers' Act. The second method is to prove to the Commissioner in advance of any claim an ability to be a self-insurer. This requires evidence of financial responsibility, either by posting a bond or by depositing security of some other nature with the Commissioner.

Most insurance companies writing yacht insurance today include coverage under the Longshoremen's and Harbor Workers' Act when other liability insurance is written. At most, a nominal charge is made for this coverage because the insurance companies are convinced that liability under this act is part and parcel of the assured's liability as a boat owner. The possibility of a long term judgment for payment of compensation to dependents of an employee in the event of death makes the self-insuring of financial responsibility under a bond almost prohibitive, as does the posting of securities with the Commissioner become an unworkable alternative. Regardless of how it is done, protection should be secured and no boat owner in ignorance of the law should jeopardize the happiness his boat can give him.



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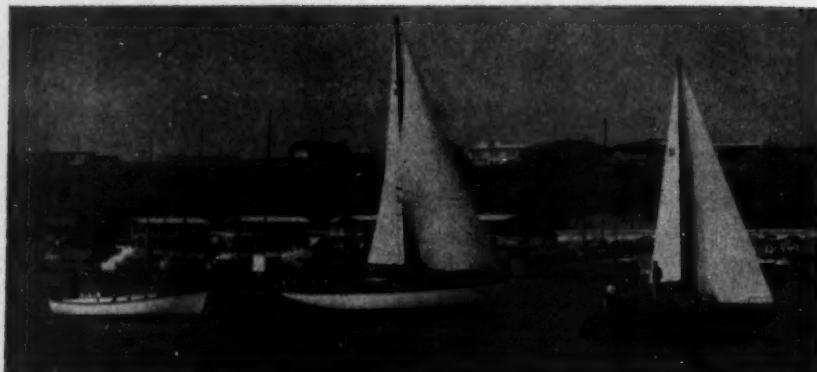
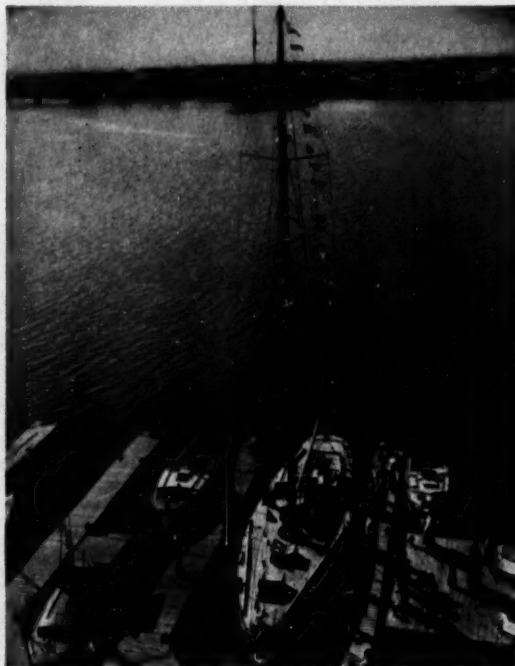
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A HONOLULU RACER IS LAUNCHED

On February 14, 1953, the 50-ft. cutter *Ariel* slid down the ways at Newport Harbor, Cal. She was designed by Hugh M. Angelman and Charles Davies and built by C. S. Chapman, Costa Mesa, for A. L. ("Sandy") McCormick of San Francisco. She is named for one of the fastest and most famous of the "Limey" tea clippers. Dimensions are: 50' x 35' x 12'8" x 7'. Sail area is 1021 sq. ft. and there are 13,000 lbs. of lead on her keel. Sails are of Nylon by Kenneth E. Watts and rigging is Hazard stainless, while blocks, winches, etc., are by Merriman. Power is a Gray 63 "Express" giving 8 knots turning a 22 x 15 Hyde feathering propeller. Auxiliary generator is by Universal.

At left is the launching party: Carl Chapman the builder, Hugh Angelman and Charley Davies the designers, and Mrs. McCormick and Sandy. —Photographs by Beckner



At left above is the main cabin, which sleeps four. Above is *Ariel* in the slip where she remained for about two weeks for shakedown trips before leaving for her home port of San Francisco.

At the left are three Chapman built boats, Bob Schiffer's *Majorca*, *Ariel* and Dick Stewart's *Dancer*.



—Photograph by Photo Hawaii
Once again the Honolulu Race fleet will be moored in Kewalo Basin through the kindness of Hawaiian Tuna Packers and the fishermen who move their boats to provide the space. This is much more convenient and cooler than tying to the docks down town. Shown here are the boats that took part in the 1947 race.

DESTINATION—Diamond Head

By BOYD HILL

WELL before the start of the Honolulu Race next July Fourth, each participating skipper will receive a packet of race instructions. Among these will be—sent from Honolulu—full and detailed information about the finish, towing, identification signals, berthing instructions, and a chart of the finish line and the approach to the mooring area.

And at the big instruction dinner before the start, each participant will receive an air expressed flower lei (courtesy of Hilo's Flowers of Hawaii, Ltd.) and a copy of the souvenir program. These will come from the Honolulu committee.

Within short hours after the starter's flag is hoisted, the racing fleet can be in radio touch with the finish line for a Coast Guard cutter will convoy it the entire distance, and will keep the coast and the islands current on how the race is going, as well as handling weather information. The communications network west of the halfway point will be staffed by members of the Honolulu committee. Weather forecasts for the last half of the race (if past experience is any indication) will originate in Hawaii, since the U. S. Weather Bureau in Honolulu has volunteered to release special forecasts on regular or special schedules.

Few racers, and even fewer spectators, know of the long, detailed planning and the strenuous work put in by the Honolulu committee to help make TransPac the world's greatest ocean race. There are more volunteer workers at the finish line than there are participants in the

All those planning to visit Hawaii in connection with the Honolulu Race should remember the drastic shortage of hotel and apartment accommodations. It will be much worse in July and August. Reservations should be made NOW!

racing fleet. And among these volunteers are men who have spent nearly two years—since the 1951 Honolulu Race—in preparing for this year's classic.

It should be noted that the Honolulu committee does not "run" the race. That is the function and re-

sponsibility of TransPacific Yacht Club, and its own TPYC committees. The men at Honolulu act as a service organization, to assist TPYC, the racers, and the families, friends, and guests of the racers, in every possible way.

Much preparation is needed at Honolulu. There are busy men who have obtained and moved into the race headquarters building, and who have worked with the Coast Guard, Hawaiian Tuna Packers, and Hawaiian Dredging Company, in setting up the necessary moorings.

(As a typical example, take those moorings: 50 two thousand pound concrete "clunks," with chain and floats, must be requested from the Coast Guard, to be ready at Sand Island by 0800 on 10 July. Hawaiian Dredging must

be contacted to pick up the clunks and move them to Kewalo Basin. Charts of the area, with depth and spacings, must be prepared. Operations Section of Corps of Engineers, U. S. Army, must be contacted for permission to lay the moorings, and to declare the area temporarily restricted. Coast Guard must be asked to add information about this for the Notice To Mariners publication. Members of the Honolulu committee must be ready to spend time away from their jobs to work with this matter. And finally, to cooperate with the commercial fishermen who move out of their regular area to

This is the first of a series of articles devoted to the Honolulu Race. This one tells of the work of the committees at Honolulu, so that the Skippers may know what to expect when they arrive. Next month we shall tell you something about the boats and crews then entered and about the system of weather reporting during the race. In the June number will be a history of the race and more about the entries. In July will be last-minute roundup of news. In August we shall have a description of the start and a flash on the winners, if possible. The September issue will carry a full story of the great race.



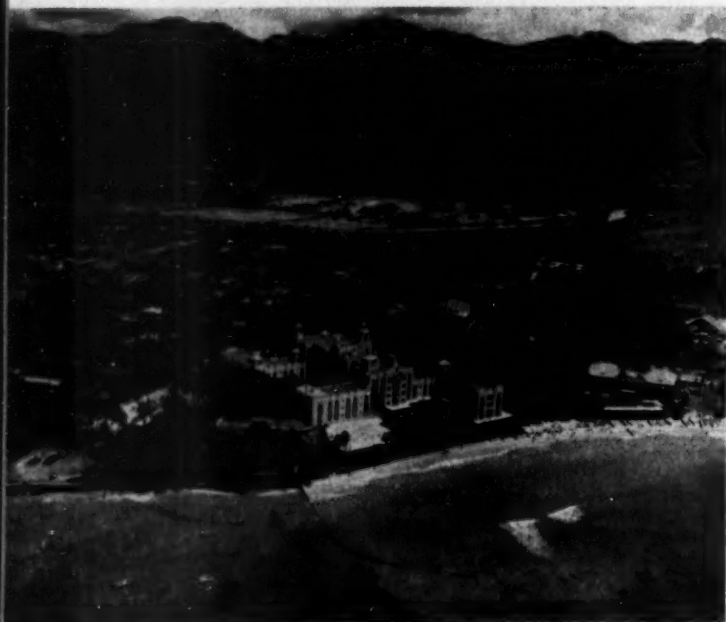
—Defense Dept.
Photo
All of Hawaii's yacht clubs will be open to the visiting racers. Kaneohe Yacht Club, on the windward side of Oahu, is in this sheltered cove on mountain-rimmed Kaneohe Bay. Coconut Island in foreground.

help the race, arrangements must be made to pick up the moorings and return them to the Coast Guard by 25 July—and to make berthing arrangements in Ala Moana Yacht Basin or at Honolulu Harbor for visiting yachts staying after that date.)

Meanwhile other committee members are preparing wharf guard schedules and other security arrangements, still others are working out watch lists for timers and judges at the finish line, persons are busy keeping the press, radio, and TV informed of the latest race developments, and those responsible for the social activities are making final arrangements for the parties that will follow the finish.

Communications men are standing by at radio sets, both CW and voice, working with the fleet's communications boat. Daily position reports are forwarded to the tracking section. Weather forecasts are sent out on schedule.

—Photograph by Photo Hawaii
The Royal Hawaiian Hotel will be the site of the trophy presentation party and dinner, which will be held on the Waikiki Terrace (the courtyard facing the beach).



Other men are organizing the searchlight section for night illumination of the finish line. The headquarters and information center is being set up, to collect mail addressed to the racers and to keep up to date the large track chart of the progress of the race. Harbor facilities—water, fuel, supplies, lights, lines, boats—are being checked. Padded gangplanks are being readied for each yacht. Aloha and greeting units are readying their stocks of pineapple juice, ice, and *leis*, and working out schedules for hula troupes and hostesses at headquarters.

Experts on towing, mooring, and ship's husbandry are preparing for their duties. And quietly, behind the scenes, the finance chairman counts his costs, and the trophy committee makes certain that the prizes are ready for quick engraving and certain delivery at the presentation dinner.

But the average racer, a thousand miles from anywhere in the middle of the Pacific, is generally quite unaware of what is being done for him. He accepts his communications and forecasts as a matter of course, not realizing that these services were unknown before the war.

As the fleet approaches Hawaii, leading yachts generally notice signs of military activity. Patrol or reconnaissance bombers of Navy or Air Force may drone up from the horizon, circle, and go on about their business. This is not always by accident. Coordination between the Honolulu committee and the Armed Services in Hawaii generally results in routine military missions being turned into search and intercept assignments. It is good lookout and navigation practice for the flyers. It is also a safety measure of priceless value to the yachtsmen.

By the time a racing yacht passes Makapuu Point, word is flashed to the race headquarters. Although the racer usually picks up an escort as she nears Diamond Head (both power and sail boats like to go out to meet the visiting yachts offshore) the white Coast Guard or CG Auxiliary craft keep the finish line area clear. Only the race committee boat, and the official press boat, can approach.

The committee boat verifies identification of the yacht (or yachts, if several are converging on the finish at the same time) and radios headquarters and the timers and judges.

At Diamond Head Light, the judges and timers are checking their stopwatches and chronometers, and are standing by the firmly anchored sighting tube with the

vertical crosshair that marks the official end of the race. If it is night time, the searchlight crews are putting blue-white beams out across the finish line.

As soon as a racer crosses, the information is phoned and radioed to headquarters and the committee boat, and the towboat start on their way out of the harbor. The committee boat passes the racer on to the brightly lit escort boat, which guides the visitor to the towboat, passing ice and pineapple juice aboard during the process.

The towboat hauls the racer safely through the channel into Kewalo Basin, where mooring crews in dinghies take over and assist in securing the boat "Tahiti-style" with stern to the wharf. Docking gangs are ready with lines and gangplanks.

First to board the finisher—at sea, in the basin, or at the wharf, depending on circumstances—is the "Bug Man," the inspector from the Department of Agriculture. Then come race committee officials, official hosts, families of the crew, and accredited members of the press.

When the racing crews come ashore they usually head for the information center. There they find their mail and cables, and a hand-picked staff that can answer all possible questions a stranger might ask.

After the racing comes the social whirl. All of Hawaii's yacht clubs are open to the visitors. There are official welcoming parties, topped by the impressive trophy presentation party attended by the Governor of Hawaii and the Territory's VIP's.

This year the presentation party will be held at the Royal Hawaiian Hotel, with some 1500 people expected. Admission is strictly on an invitational basis, with racing skippers and crews as guests. All of the Waikiki Terrace, surf room, lounge, dining room, and dressing room will be reserved for the yachtsmen. Dinner seating will be by tables reserved for each yacht, its crew, and their guests.

The Governor's Trophy—for the winner on corrected time — will be carried through the hotel as part of a pageant featuring a Hawaiian chief and chiefess, the chanting *kahuna* (wizard) and attendants in island costumes. Presentation of the trophies will be made on the Waikiki Terrace.

Whatever the visitor may want to do—sail in local one-design races, tour Oahu, see the neighbor isles, get his boat or sails repaired, go fishin', play golf, or just lie on the beach and rest—there will be somebody at race headquarters who can help the *malibini* find what he desires. And when the visitor leaves, whether aboard his own boat, by plane, or by ship, he can be certain there will be new-found friends to hang *leis* on his neck, bid him aloha, and urge him to come back in the 1955 race—or sooner, if possible.

The Honolulu Race is a big thing to Hawaii and its people. It is a long-term proposition. As this is being written, there are men on the Honolulu committee, who are thinking in terms of the 1955 race, and of the races to come in '57, '59, '61, ad infinitum.

That big and complex organization which handles the finish end of TransPac is not something that springs into being overnight. It is the result of countless years of experience, and equally uncounted man-hours of hard work and planning.

At the top of the committee list is General Chairman Dr. P. H. "Pete" Wilson, who was working on TransPac committees long before the war. A topflight racing skipper



—Photograph by Phil Caricof
Some leading members of the committees in Honolulu handling the Transpacific Race. Incidentally, they are among the most active yachtsmen of Hawaii. Front row, left to right: Dr. Alvin Majasha, Larry Haus, Ed Devoy, Owen G. Fowler, Jr., Dr. Percy ("Pete") Wilson and George ("Pete") Goss. Back row, left to right: Ray Buisseret, Dan Doyle, Richard Wheeler and Arthur H. Myre.

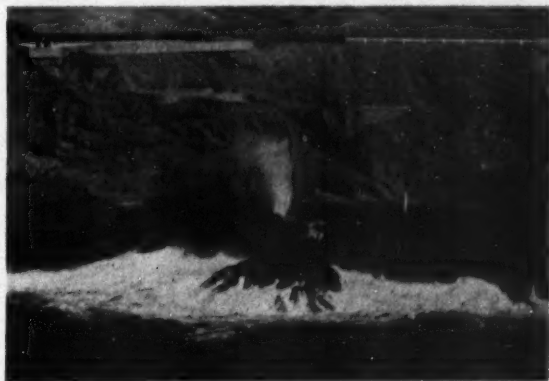


Mr. and Mrs. Richard S. Rheem with two of the most coveted of Transpacific trophies. Both are held at present by their 98-ft. ketch Morning Star. The big one goes each time to the boat making the fastest elapsed time and was won by Morning Star in 1949 and 1951. The smaller was presented for the fastest elapsed time ever made in the Honolulu Race. This was won by Morning Star in 1949.

himself, Pete has gathered around him a cadre of equally devoted Corinthians. This group—men whose names are bywords in Island yachting circles—includes Ed Devoy as General Vice-Chairman, Owen Fowler and George "Pete" Goss as Vice-Chairmen, Charlie Dole as Treasurer

(Continued on Page 68)

—MATS Photo
Yachts running down the home stretch will pass, about halfway between Makapuu Point and Koko Head, the salt-water geyser known as The Blowhole.





Ivan Clarke, left, proprietor of the Ho: Springs Cove store, a native fisherman, "John," the carved statue, and three of the women of our party with native baskets purchased here.

In the Wake of the WAR CANOES

A Five-Boat Cruise to the West Coast of Vancouver Island

By LAWRENCE BARBER

(Concluded from the March Number)

DAYS spent in Barkley Sound and the run along the Vancouver Island coast to Tofino were pleasant indeed for our little band of cruising boats from Portland, Oregon, but the next 10 days in Clayoquot Sound, Sydney Inland, Hot Springs Cove and Hesquiat Harbor were just about the ultimate for a pleasure cruising vacation founded upon a desire to get away from busy people.

Here we were only a few day's run from the north-western tip of the United States but it seemed much farther. We were in a land without highways and railroads, an area which had been by-passed by the busy world. Its people were new and refreshing to us. They were well satisfied to take things "easy."

Our only connection with Portland was the nightly radio contacts Bart Woodyard made with the 100-watt radiotelephone on the *Periwinkle* with some of the stay-at-home boats at Portland. It gave us a means of calling our homes to check on family matters.

Tofino is a quiet little village, more Indian than white it appeared to us, with a couple of stores, a post office, a busy little boatyard, an ice cream shop, gasoline marine stations, fish company barges and a government lifeboat station.

Tofino's big days are those when the coastal steamer, *Princess Maquinna*, calls with passengers and freight. Then the public float at one end of the wharf is lined with fishing boats, mostly manned by Indians, some of whom may be accompanied by priests and teachers from the Christie School at Kakawis. At the other end of the dock

is a float reserved for seaplanes which call almost every day and sometimes two or three times a day in summer. These activities bring many townspeople, young and old, mostly natives, down to watch.

Across the bay is the Indian village of Opitsit, where Chief Wickaninnish had his headquarters in 1791 and 1792 when Robert Gray wintered nearby with his ship, *Columbia*. Angered by a plot of the Indians to massacre him and his whole crew, Gray set fire to the village and completely destroyed it, rendering 3000 natives homeless. The present town is a cluster of frame houses, many of them unpainted. Around the corner of Meares Island stands the Christie School, which the Benedictine Brothers built in 1899 to give the West coast of the island its first boarding school.

In another direction is Stubbs Island, an all-white community containing the local Clayoquot Hotel and the only



Smudgy, the 8-year-old tom cat at Ahousat, visits all strange boats when they tie up there.

"pub" within 50 miles. This island is off-premises for the Indians and is frequented by the whites of Clayoquot Sound when they hanker for brew. They tie their boats to the float in front. The hotel is a popular resort for duck and goose hunters late in the year.

Close at hand was the scene of the historic massacre in 1811 of Capt. Jonathan Thorn and the crew of the John Jacob Astor ship, *Tonquin*. Sent out from New York to establish a trading colony at the mouth of the Columbia River, where Astoria now stands, Captain Thorn went on up the coast to trade with the northern Indians. The hard-headed skipper kicked a couple of local chiefs off the ship because they refused to sell otter skins at his terms. Next morning a horde of natives came aboard by a ruse and suddenly turned upon the crew, killing all except five men.

Four of the survivors slipped away in a small boat during the following night but were caught the next day and were tortured to death. The remaining man was the ship's clerk, who was hopelessly injured but made friendly gestures to the half-trusting Indians to come aboard. He ducked below and when the decks were well filled with red men he touched off the ship's magazines, blowing up the ship, himself, and scores of Indians. The incident virtually finished Astor's commercial undertaking in the Pacific Northwest.

In those days the fur traders and Indians played rough but we were assured that the ancient hatchets of war long had been buried and the war canoes had been replaced by peace canoes. With this historic background, Clayoquot Sound could not help but appeal to us.

We found the sound was surrounded by bigger mountains and taller trees than we saw at Barkley. The islands in the entrance channels were low and timbered, but a few miles back the mountains rose steeply to 2500 feet and still farther inland to 4000 feet and 5000 feet. Patches of snow showed up on some of them when we were there in July. Fir, spruce, hemlock, alder and maple are common trees. The inlets, such as Herbert, Bedwell, Tofino and Shelter, extend back 15 to 20 miles into the island and are one to three miles wide, and very deep.

Our first call at Tofino was brief as we wanted to hurry on with Harvey Jordan and the *Pixie*. Harvey led us through Fortune Channel to the mouth of the Kennedy River, the outlet of Kennedy Lake and a haven for anglers. We dug out trout tackle and most of the boats had fried

We went alongside the Big Boy Waterfall and filled our tank with fresh mountain water.



A peculiar fog bank sliding along the mountainside in Herbert Inlet.

cutthroats for dinner that night.

We had been told that unusually large razor clams inhabited the long beach on Wickaninnish Bay, so we returned to Tofino two days later and chartered a bus to take 14 of us to the beach. We raked in a dozen large ocean crabs that came in with the tide to the rocks at the end of the beach, and then we dug a bushel or more of large clams, ranging up to seven or eight inches long. This beach is midway between Tofino and Ucluelet and can be reached by the road that connects the two towns. This is the longest road on the island's west coast.

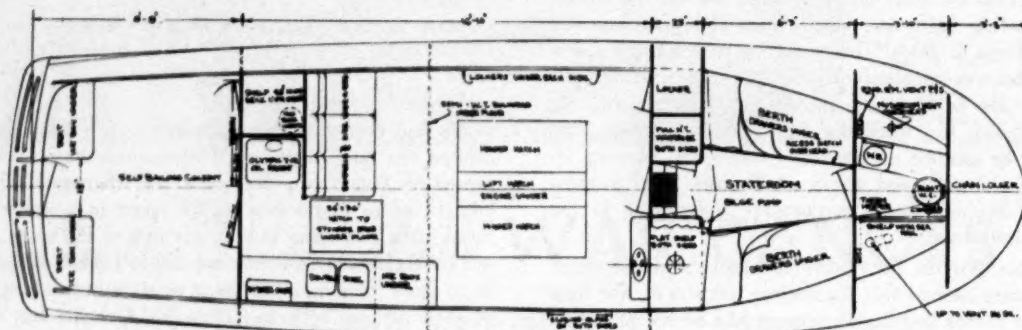
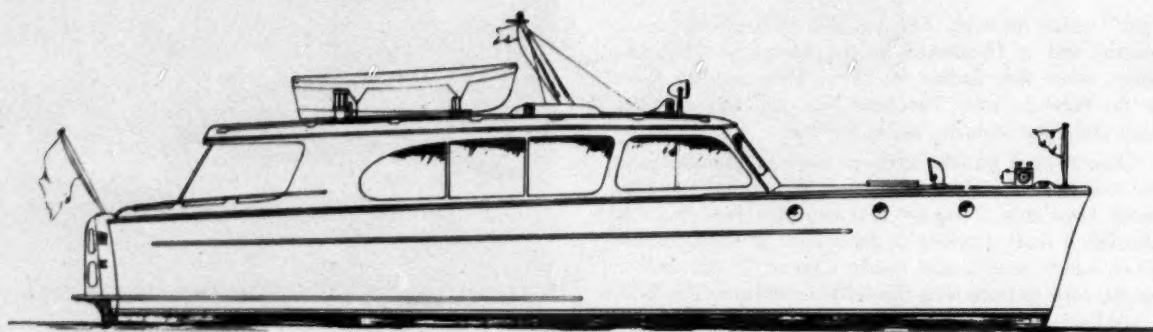
The next morning *Periwinkle* departed for Victoria where Bart and Carolyn had agreed to meet Portland friends, and *Miss B II* left for Neah Bay and Portland, where the lawyers had court business. For a while it was touch-and-go as to whether the *Georgia Lee* also would leave, because the Cunninghams had promised to accompany the *Periwinkle* to Victoria. They started behind the larger boat but when they got out to Lennard Island, Howard suddenly realized they were cutting short a good thing and turned back. We had the *Georgia Lee* with us for another week.

That next week was our best. *Pixie* led the way most of the time because it had been there before. We ran behind the islands of beautiful Clayoquot Sound to Matilda Inlet and Miller Channel to Whiskey Jennie's clam beach, slipped through Hayden Pass to Shelter Inlet, and ducked around the end of a long rocky peninsula into Hot Springs Cove. Bald eagles perched in barren tree tops high above the water. Our cruising was made pleasant by the total absence of drifting bark and rubbish, such as the logging industry leaves in many northwest waterways.

At Hot Springs Cove, which is shown on the charts as Refuge Cove, we met Ivan Clarke, the modern type of frontier trader. His store is the local trading post, radio and telephone station, and post office, with the public floats and gasoline station out in front. He carries in stock the supplies required by fishermen and hand loggers, and the steamer calls on every trip, anchoring out and sending cargo and passengers in by small boat. Clarke built the local school house and hired the teacher to instruct his own big family and such other children as wish to learn.

During our two days at Hot Springs Cove we took a side trip to Hesquiat Harbor, 10 miles farther up the

(Continued on Page 79)



A 42-FT. CRUISER BY MONK

THE skippers participating in International Cruiser Association races can look for a new competitor before long, the *Pursuit II*.

This new cruiser, which is now building at the Forter Boat Works near Seattle, will be owned by John Holmstrom, vice-president and general manager of Kenworth, the well-known Seattle truck building firm.

Pursuit II is shown in the accompanying plan by Edwin Monk, Seattle Naval Architect. The hull is Monohedron and is identical to Monk's own cruiser hull. It is 41½ feet long with an 11½ foot beam.

"In a way I have a steady customer for my used boats," jokingly remarked Mr. Holmstrom. "I formerly owned the 34-foot *Labeka* and later the 39-foot *Pursuit*, which this new boat replaces. I sold each of these to H. L. Sommerfeldt, of Seattle. There is an added story connected to the sale of *Pursuit*. The first day that skipper Sommerfeldt had her out he took a run on Lake Washington. It was a rough winter day, blowing, and the only reason he was out there was to try his new boat. But he saved a life, pulling out a skipper who had capsized from a small craft."

This newest cruiser will fly the burgee of the Queen City Yacht Club where Holmstrom is a member. The main cabin, galley and cockpit are all on one level so that the women, those champions of the galley, can enjoy the boating scenery right along with the skipper and those in the main cabin. The main stateroom is forward and the owner's planning for this craft is to have deluxe accommodations for four.

She will be a single screw job, driven by a Graymarine gasoline engine, Express model 6-427, 427 cu. in., 150 hp., purchased through Jules Engine & Equipment Co. The owner prefers the single engine job because he feels that one powerful engine is more efficient and it requires less maintenance on his part than the twin jobs. Also, because he has had good luck with the single propeller boats in the matter of propeller damage from drift.

The hull will be planked with yellow Alaska cedar below the waterline and with red cedar above. The Monk-developed wedge seams will be employed.

Two characteristic Monk touches appear on the plans. One is the boarding platform, virtually standard on all cruisers designed by him and the other is the increasingly popular transom door. Entrance to the cockpit, without jumping or stepping over, can be made along the boarding platform and through the door between the after seats.

In cruiser races John Holmstrom has had a consistently good record. He finished in first place in his class in the International Cruiser Race in 1947 and again in 1951. In the Interclub races, performed by teams from the clubs, he was twice on the winning Queen City aggregation, twice finishing second and once first in the field. In 1952, when he wasn't aboard, his *Pursuit* was overall winner in the Interclub.

Like a lot of cruiser owners he started out with a "kicker boat." Asked if he does a lot of fishing, he replied, "Sure, but with the cruisers I don't catch many fish, but I did when I had the little kicker."

MAAROUFA, A HONOLULU RACE ENTRY

THERE was a good deal of excitement among sailors of the Pacific Coast when it was announced that one of Phil Rhodes' 77-ft. steel ketches had been entered in the coming Honolulu Race. Four of these boats were built a few years ago by The Burger Boat Co. of Manitowoc, Wis. to the highest specifications of the American Bureau of Shipping. The experts have always opined that a shoal-

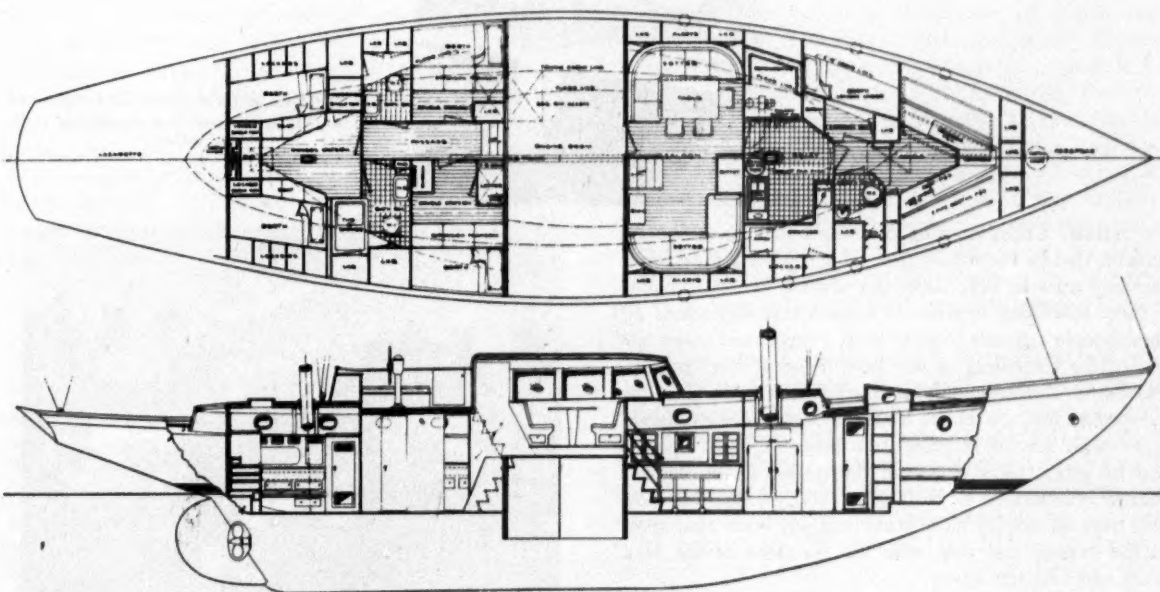
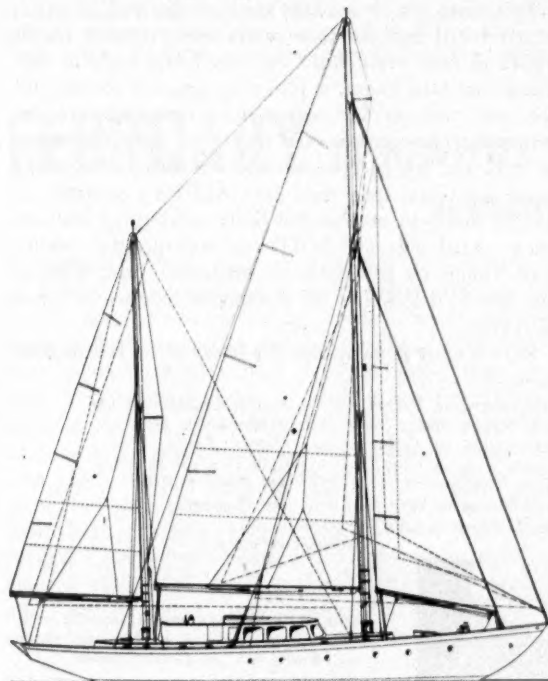
draft vessel would be ideal for the Honolulu Race, and now at long last their opinions are about to receive the acid test.

One of the boats, *Maaroufa*, has been purchased by John S. Griffith of Lakewood, Cal. from Henry B. Babson of Chicago through the George Michaud Co. She is now on her way to the Pacific Coast and all hands are eager to see her. *Windjammer*, a sister ship, won the St. Petersburg-Havana Race a few years ago against a field of high-steppers, so we know that *Maaroufa* will have to be reckoned with in any company.

Dimensions are: 77'2" x 55' x 19' x 6'6". With board down the draft is 13'. The big deckhouse, with visibility all around, provides a delightful shelter, while the cockpit, with its floor at the deck level, enables the helmsman to see forward, aft and sideways, yet he is protected by an unusually high coaming. Having the cockpit forward of the mizzen prevents cold draughts from the mainsail from striking its occupants.

The owner's quarters are all abaft the engine room, a very good arrangement, while the main salon is spacious and comfortable. The engine room is sealed off from the rest of the vessel. It can be entered through its own hatch in the deckhouse and there is a watertight door leading to it from the main cabin for use when needed. It has 6 ft. headroom throughout. The main power plant is a 165 H. P. 6-cyl. G. M. Diesel giving a top speed of 10 knots. There are a 7½ K. W. Diesel generator, hot and cold water system, refrigerating unit and much other useful equipment.

Maaroufa is completely equipped in every way and is a very handsome and practical vessel, as are all boats from Rhodes designs. Her crew for the Honolulu Race has already been selected. It includes some of the most experienced ocean racing men in Southern California, another reason why *Maaroufa* should rank high among the favorites.



LOS ANGELES BOAT SHOW

At the Pan-Pacific Auditorium April 9th to 19th, 1953

HAVE you ever stopped to think how spread out are the marine firms in Southern California? Our anchorages are at San Luis Obispo, Santa Barbara, Malibu, Santa Monica, Redondo, Los Angeles Harbor, Long Beach, Alamitos Bay, Newport Harbor, Mission Bay, San Diego and Coronado, covering a coastline well over 300 miles. The marine firms in the Los Angeles area are widely scattered throughout the city and its immediate suburbs, and are to be found in Santa Monica, San Pedro, Wilmington, Long Beach, Newport Harbor and intermediate points.

The result is that a person planning to buy a boat, or equipment for a boat, must cover a tremendous amount of territory and spend several days if he wants to make any sort of comparison before buying. In most cases the thing he wants to buy is costly enough to practically force him to make this comparison among the products afforded by

Those contemplating the purchase of equipment for their boats can sit down and make a list of the items needed, and then look over the field at the show and come away with a very good idea of what the market affords.

This is an opportunity not lightly to be overlooked, as anybody who has traversed our magnificent distances will concede. The opportunity is open to all boat lovers in Southern California, for it fully justifies the trip from the remotest corner of our section.

Even those who do not have any particular boat or gadget in mind will find the show worth while, because of the wealth of new items. Boats are now being made of substances not even known a few years ago, and to take just one item, you can find so many different kinds of compasses that you may not even be able to guess what some of them are. It's an eye-opener to see what is happening to our sedate old sport these days. And it's a revelation to the old timers to observe that boats and boating stuff are being turned out—and SOLD—in real quantity production! Things are moving at an unheard-of pace. Why, at this rate we'll look like the automotive industry in a few short years.

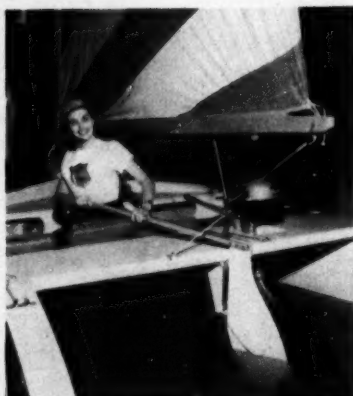
Here is a list of the marine exhibitors at the Los Angeles show:—

Anglo-American Yachts
6000 Sunset Blvd.
Los Angeles 28, Calif.
Bendix Aviation Corp.
Pacific Division
11600 Sherman Way
No. Hollywood, Calif.

Bonner Engineering Co.
2149 E. 37th Street
Vernon, Calif.
California Kit Boat Co.
742 South Hill St.
Los Angeles

(Continued on Page 84)

At Los Angeles Boat Show last year the C. J. Hendry Co. had a very interesting display of Chris-Craft Kit Boats. We are told that this company will have a similar display this year.



Donna Foster demonstrated a Lear-Cat catamaran at last year's show. This "cat" has a Martin "75" as auxiliary power.

B. H. Hebgen of Los Angeles and San Francisco always shows many lines of outboard craft and motors.

the market. Under existing conditions the job is so formidable that he keeps putting it off and putting it off, until in many cases he never does buy a thing he really wants.

Now something is about to happen that will afford all these people a chance to make their comparisons under one roof. This something is the Boat Show at Los Angeles' Pan-Pacific Auditorium from April 9th to 19th. Here the prospective boat owner can look over a great many different types with several representative boats of each type, so that he gets a cross section of the market in the kind of boat he is interested in. In fact, it is claimed that this show will have on display more boats than any other boat show in the country this year, with the exception of the New York and Chicago shows.





—Photograph by Beckner
The Pacific Anglers threw their entire support behind Robert Ketchum, Pres. of Ocean Fish Protective Ass'n. and Assemblyman Earl Stanley in their efforts in the Cal. State Senate to assure continued good fishing in California waters. Here are Wayne Harrison, Vice-Pres. of Pacific Anglers, Mr. Ketchum, Mr. Stanley and PA Pres. Dick Hoffman.



Directors of the internationally famous Newport Harbor Lady Anglers at their annual banquet on Jan. 30th. From left, standing: Dorothy Adams, Betty Baird, Stella Marshall, Dorothea Kinsfather, Doris Powers, Leta Skeen, Ruth Jayred. Seated: Juli Sawyer, "Dick" Greeley, Pres.; Clara Keeler and Pipey Johnson.

FEBRUARY AT NEWPORT WAS SHORT but ACTIVE

By ROBERT M. ALLAN, JR.

FEBRUARY was short in days, but not in activity around the Newport area, as the inhabitants bundled up in "hot buttered rums" and dutch ovens to continue their amphibious pursuits. Los Angeles Yacht Club finally won a trophy in their long standing dinghy team race with Newport Yacht Club . . . only it was for the *most* boats to tip over. Newport's team won again by a score of 34 to 45 (if anyone cared) as the wind reached 35 mph. in a gusty, dusty Santana condition that saw two of the eight Dinkittens capsize in the first race, four more of the remaining six capsize in the second, and both LAYC and NHYC Commodores Heinz and Franz capsize right in front of the NHYC floats in their "match" race. During all of this commotion, your correspondent noted a typical converted 20-foot whale boat being cautiously sailed by a youngster with his father and mother crewing. The youngster, seeing the approach of the dust storm, quite sensibly lowered his gaff-headed sail and shipped the two rowing sweeps, took a firm hold of the tiller and ordered his parents to row; when last seen they were making rapid progress down the back Bay!

Entries are already being submitted for the Ensenada Race with all hands looking forward to a good time in the gay Mexican port and another excellent race under the experienced hand of Chairman Bob Boyd. Well, Sandy MacCormack's beautiful new Carl Chapman built cutter is now launched and frequently seen in shakedown cruises around the Bay. Jim Webster of NHYC was again elected Honorary Staff Commodore of SCYA while hard working Fred Smales of BYC and Howard Lewis of LIYC are the Southern California Yachting Association's new Commodore and Secretary. Incidentally Fred Smales very handily won the race from Newport to Los Angeles in the *Pamlin* and then followed up with a strong 2nd in the Regatta's first day's race, only to have all of his efforts nullified, when a missing mark on the second day of the Mid-Winter Regatta threw him back to 14th. Actually the race should have been thrown out and resailed as the mark never was found, but with typical sportsmanship, Fred accepted his bad luck. Marianne Percy of NHYC with her Rhodes 33 *Whim* also scored a close win over Strat

Enright in *Witch* in the 25-mile spinnaker battle from Newport to Los Angeles. Marianne also won the first day of the Mid-Winter and was the victim of the lost mark, while leading the fleet on the second day. Looks like the well equipped racing skipper will have to take along a spare flag and buoy to drop at a likely spot, when the regular marks disappear!

A luckier person was young Peter Whittier, son of the famous seaman Paul Whittier, former owner of the yawl *Poinsettia* and now owner of the motor yacht *Paolope*, who escaped injury when the brand new 20-foot launch from the *Paolope* exploded in a sea of flame, burned and sank just after being fueled. Firemen afloat and ashore fought the blaze for some time and nearby boats were scorched by the heat. Peter's escape was possibly due to the fact that he was in the core of the blast and therefore in a vacuum. A small gas leak into the bilge caused the near-tragedy. New Power Squadron officers Rex Brandt, Curt Dosh and J. B. Stoddard have completed plans for the popular Squadron classes in seamanship, navigation and weather for 1953. The Lady Anglers gave awards to their champions with Lily Call winning five trophies. Other winners included Jean Carlisle for a 227-lb. marlin, Delberta Story for a 30-lb. albacore, Leta Skeen for a 172-lb. marlin and many more won awards. Mary Belle Tobias even was given a cup for going out the most with the "leastest" of results! Commercial fishermen didn't do so well in 1952 as the U. S. Fish and Wild life Service reported the sardine catch the worst in history. Mackerel and sardine no longer exist in local waters in commercial quantities. This catastrophe is as predicted by conservation officials some 10 years ago.

Hay Langenheim is really burning the midnight oil as his hard working Chamber of Commerce plans for the Collegiate Rowing Championships in May. Some 11 races will be run off in eight-oared, four-oared and two-oared shells. Many Southern Californians who had never seen a real crew race, have had their appetites whetted by the activity of the past two years and are making plans to watch either from the hills or from a boat in the bay during the 1953 event.



—Photo by David O. Alber & Assoc.
Guy Lombardo in the cockpit of his new speedboat, *Tempo, Jr.*, before starting a trial run. The 20-ft. boat, with 340 hp engine, did 95 mph. Afterward Lombardo said he is confident it will do 120 in competition.

THERE is plenty humming around the country and the buzzing keeps the Gold Cup topic at red hot pitch in the Seattle and Detroit areas.

When *Miss Pepsi*, one of the strongest challengers to the champion *Slo-mo-shuns*, recently was announced as "retired from further racing" many feared that the 1953 Gold Cup had lost some of its attraction. However, those close to racing around Detroit honestly believe that the Dossin's won't be able to hide the old "fire-wagon" urge and will break *Pepsi* out for the event, regardless.

But there are no doubts about competition for the *Slo-mo-shuns*. In an interview with *Sea and Pacific Motor Boat* personnel in New York City Guy Lombardo said that he definitely plans to be in Seattle for the Gold Cup.

The popular figure has just purchased a new 7-liter racing boat, a class that's new in the field. He has three alternatives in mind. One is to race his 7-liter *Tempo Jr.* against the unlimiteds in the Gold Cup. The other is to accept an existing offer to drive one of the big Detroit unlimiteds that will be entered. Thirdly, there has been some hope of developing a special Seafair Trophy race for the half dozen or more 7-liter craft now being developed in this country and if such a race is staged, this would be very attractive to Lombardo, for one.

He purchased this 20-foot long craft from Danny Foster and Frank Boyer in Detroit. He has put a new Cadillac V-8 engine in *Tempo Jr.* and gets 340-hp. from the engine. He expects to get 120-mph. when run at 6000 rpms. At

GUY LOMBARDO AND THE GOLD CUP

the time of our interview he had just tried the boat on the waters near Freeport, L. I. and did 95 mph. while turning up 5000 rpms.

Two very major changes are occurring. The 1953 event on Lake Washington will be switched to Sunday, August 9, to give the Saturday workers and storekeepers a better break. The other is the fact that the race is almost sure to be run for the first time on a five-mile course instead of the former 2½-miler which means higher speeds from the longer straightaways.

Race committeemen hope to have the most entries from the Pacific Coast of any of the Seattle-run events of the past two years. There will be the two *Slo-mo* boats, plus Morlan Visel's *Hurricane IV* which will be under the ownership of Bill Stead of Reno, driven by Visel; plus high hopes that Henry Kaiser's *Hot Metal* will be entered. Gold Cuppers are after Kaiser to get the craft into this year's race.

Al Fallon of Detroit has already entered his *Miss Great Lakes*. She was out here last year but broke down in the first heat.

Joe Schoenith has already entered one of his *Gail* boats. He is building a new *Gail III*, but may also have the speedy little *Gail II* out for the event, making two entries for his camp. *Gail II* is the classy little racer that had the hard luck two years ago in Seattle, going down in an accident while qualifying. She got into the race but had too many troubles from damp ignition and the like.

Joe Taggart, who has driven other unlimiteds, has a boat in mind that may be entered under his own ownership.

Dan Arena, famed builder from Michigan, is building a new racer for the Gold Cup for an undisclosed owner.

Jack Schafer is definitely building a new boat and plans to be out with Roy Doby as one of his drivers. Schafer may enter more than one *Crust* boat for the third straight year. Doby drove Horace Dodge's *My Sweetie* in her final appearance out here.

Schafer and Horace Dodge have a joint enterprise in the capable ex-*Hornet* now known as *Hornet-Crust*. Many think this boat will be back after missing 1952's race.



The B Runabout Class drew the most entries in the first 1953 Needles-on-the-Colorado River stock outboard event. Ronald Rima in 208-C, second from right in this picture, won the event, which was staged on Feb. 22nd.

THE SPEEDBOAT PICTURE IS BRIGHT

THAT live-wire group, the stock outboarders, jumped the gun on the customary racing season by successfully staging their first race at Needles on the Colorado River, Feb. 22, in a regatta sponsored by the Needles Boat Racing Club. Bill Rampke, member of the USA, says it was a real desert fun-fest regatta—75 entries showed up for the starting gun and for the first time in eight days, the wind dropped to give the racers a good start. Results:

A Runabout: Bobby Parish, Bakersfield; John Kleker, San Marino; Jimmy Dawe, Needles.

B Hydro: Cag Graham, Ventura; Bob Cochran, Long Beach; Stew Downs, Whittier.

D Hydro: Ronald Rima, Newport Beach; Mike Davidson, Yuma, Ariz.; Dr. Paul DeLoe, North Hollywood.

C Runabout: Cag Graham; Lee Morehouse, Whittier; David Wright, Needles.

A Hydro: "Butch" Reed, Blythe; John Kleker; Wayne Sweetland, Salome, Ariz.

B Runabout: Ronald Rima, Newport Beach; Johnny Craven, Pasadena; Jimmy Dawe.

D Runabout: Ronald Rima; Jack Lochead, Santa Ana; Glenn Williamson, Yuma.

MARATHON: (D) Jack Lochead, Glenn Williamson, Walt Rigsbee; (B) Gene Erwin, Needles; Chuck Van Dyke, Yuma; Earl Clark, Needles.

The California Speedboat Assn., with headquarters at Oakland, Calif., has created a new trophy—the Ray Kelsey Memorial Award, in honor of one of their members, Ray Kelsey, who died last year. The first year's award of this trophy was to Mike Siordia for his rescue of George Mattucci at Sacramento. George, unconscious, was floating face down in the water when Mike, standing on a cruiser, dived into the water and pulled him out. Mrs. Rose Kelsey presented the trophy at the annual dinner of the CSA, attended by 181 people, including the Mayor of Oakland.

Pacific Power Boat Club of San Diego has submitted a bid to the American Power Boat Assn. for the National outboard championships to be held there Sept. 20.

The East Bay Boat Club of Oakland is staging its Ice-breaker Regatta March 29 on the Oakland Airport Channel in Alameda. Al Estell is race chairman.

Bob Jevarian and Sam Paul of the Shear Pin Club of San Francisco are building new D hydros for the coming season. And John Fambrough, vice-commodore of the Northern California Stock Outboard Racing Assn., is putting the finishing touches on his dream boat, the result of the 18 months of planning.

Members of the Willapa Harbor Boat Club are nearing the end of their Steelhead Derby and are already planning their big relay race in which club members compete against members of the Grays Harbor Boat Club. Claude Baird, commodore of the Willapa group, originated the Light Bulb Chase. Here about 150 light bulbs, numbered from 1 to 150, are strung out in the water. The incoming tide spreads them out and at a signal, about 150 boats tear out after them, picking them up and bringing them, one at a time, to the dock. Each driver is credited with the number of light bulbs retrieved.

The Fruita Boat Club of Fruita, Colorado is planning its annual Upper Colorado River Marathon, a race of nearly 30 miles. All classes are raced on this closed course, including hydros, reports D. F. Hutchison, secretary.

The Anchorage Outboard Club plans its first race on May 30 at Wasilla Lake, some 60 miles from Anchorage. The club's newest member is Lewis Fitzgerald, who hails from Florida. The club runs these classes: B Utility,

(Continued on Page 84)



The past and present Commodores of San Diego Speedboat Club, Harry Sherwood, Incoming Commodore, right, and Richard Walker, 1953 skipper.



Outboard Boating Club of Long Beach, Cal., has these men as 1953 Directors. Left to right: Leland Schenck, Harold Thompson, Howard Bloom and Ralph Smith.



Above: For 1953 the East Bay Boat Club has these officers: From left, Walt Grandburg, Commodore; Eddie West, Jr., Vice-Commodore; Norman Rudi, Sec'y.; Don Richmond, Treas.

Below: George Wright, retiring Commodore of the California Speedboat Ass'n., hands the gavel to Bill Jagger who will carry the organization through 1953.





—Photographs by Beckner
Two great rivals for the affections of racing sailors are the PC's (above) and the Rhodes 33's (below). Both are shown starting at Los Angeles Midwinter Regatta, where the closest kind of racing took place in both classes. Their rivalry seems to be healthy for both, judging from the new boats they add to the fleets right along.



MIDWINTER REGATTA AT LOS ANGELES

By ROBERT M. ALLAN, JR.

A LAST MINUTE change in dates for the 1953 SCYA MIDWINTER REGATTA threw the "weatherman" completely off schedule, and as a result the event was favored with three beautiful sunny days and the rain didn't start until Monday morning in typical "mid-winter" style. Some 300 boats raced at Cabrillo Yacht Club, Los Angeles Yacht Club and Alamitos Yacht Club in 24 classes from the little 8 foot Sabots at Alamitos to the

80 foot Ocean Racers at Los Angeles.

Two important trends were the wonderful influx of northern California skippers who descended en masse in the Zephyr Class, the 110's, the Stars and Rhodes 33's, and the fine turnout of ocean racers and Arbitrary Handicap type of craft. George Fleitz had a tough time with Lowell North, Bill Ficker, Harry Burgoise (who purchased Fleitz's *Wench III*) and others in the Star Class, but his *Wench* decked out in a beautiful suit of Dacron sails steadily pulled out each race. Walt Elliot won the last two races in the California 32's, but couldn't overcome Ken Davis with three 2nds after Walt had dropped out of the



—Photographs by S. H. Rosenthal, Jr.
At left is a group of Mercuries off the Cabrillo Beach Yacht Club during the Midwinter Regatta. All the small boat classes raced under the auspices of this club. Above are the four PCC's that put on a close battle. Series winner was Tommy Long's Lark.



—Photographs by S. H. Rosenthal, Jr.

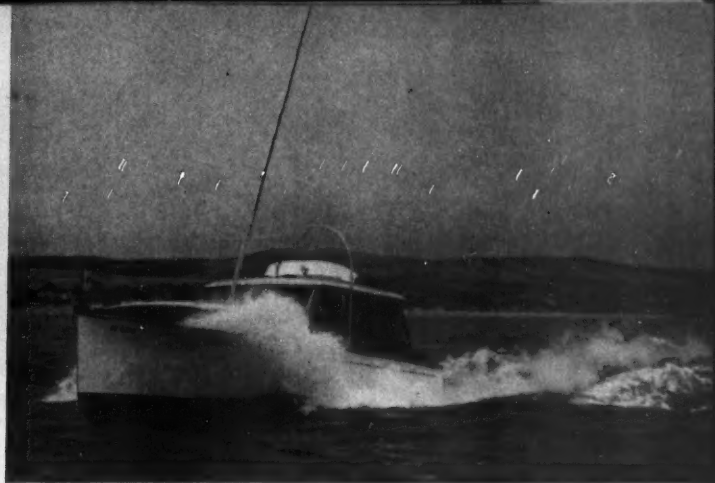
A hot fleet of Stars turned out, many of them from San Francisco Bay. The perennial George Fleitz was again the winner.

first race after running aboard the leading 32 *Atorrante* at a mark. Another close contest that may foreshadow the LIPTON RACE at San Diego was the PCC victory of BYC's Tommy Long's *Lark* over LAYC's H. Barneson's *Lani*. Kenny Watts showed his superlative ability by edging out first one competitor and then another in the very tough PC fleet of 15 boats, although Peggy Slater, Fred Smales and Dan Thompson (who took 2nd) all gave Kenny's *Puff* trouble. Dean Morrison with his familiar San Francisco sails on Bill Kircher's Rhodes 33 took another try at the local area and topped the Rhodes Fleet with Strat Enright and Marianne Percy 2nd and 3rd.

The predicted log cruiser event from Los Angeles Harbor to Newport Harbor brought out a fleet of ten boats, which was won by Frank Moyer with his *Bob-A-Dee*, a boat that has always given a good account of herself in these races. Some of the very top skippers took part.

The sweetheart of the Regatta was San Francisco's Nancy Robinson in the polka-dotted sail creation *Bree-z-Baby* which she trailed down to win the Zephyr Class. Chuck Ullman took 12 ocean racers with his *Legend*, with *Sparkle* 2nd and *Rocking Chair* 3rd to give a clean sweep to the "whaleboating displacement type." Other winners:

K 38—Dr. C. Thorpe.....*Nepenthe*



—Photograph by Kent Hitchcock

Frank Moyer's *Bob-A-Dee* won the predicted log cruiser race from Los Angeles to Newport Harbor held in connection with the regatta.

Feather—Bob Burns.....	<i>Doralie</i>
Luders 16—Ray Person.....	<i>Breeze</i>
Int. 110—Hub Hubbard.....	<i>Red Bird</i>
Arbitrary—G. H. Thompson.....	<i>Drima</i> (Dunnigan)
Arbitrary (divided rig)—Vernon Ruppert.....	<i>New Moon</i> (schooner)

(Continued on Page 88)



—Photographs by Beckner

Above: Upholding the honor of Newport Harbor YC were Strat Enright and Marianne Percy, center, who placed second and third in the Rhodes Class. At left is Commodore Fred Smales of SCYC, and at right Commodore Carl Heintz of Los Angeles YC, host to the Large Boat Division.

Below: Ocean Racing Class getting off to a start, with the winner, Chuck Ullman's *Legend*, taking an early lead.





Belden Gardner's Chris-Craft Hog N'Nog V does a few fancy curves within sight of the Golden Gate Bridge while conveying Charley Langlais' Adios II with its crew of PCYA delegates.

FULL SPEED AHEAD ON THE BAY

IT is good to look over the bow and see the good ship proceeding with a "bone in her teeth." The Good Ship 1953 is definitely proceeding toward a great year. It continues to amaze all those concerned when they look at the huge numbers of boats and people involved in our sport and the tremendous growth within the last few years.

We have become in the vernacular of the commercial world, "Big Business." We are no longer able to operate in the manner of days gone-by. We must proceed with a well integrated organization that is capable of handling the complexities of our many activities. Now we move in an era of great speed, large numbers of boats, with endeavor to create new harbors, marine parks, and boating areas besides maintaining those that we have. This does not mean that we cannot relax and enjoy our boating as in the past. It means that we must be better organized to assure everyone the fun he should get out of his boat.

A good example of the administrative effort necessary to coordinate the activities of boating on the Pacific Coast was demonstrated at the meeting of the Pacific Coast Yachting Association at San Francisco during the week of February 9 to 15. This parent organization of all our West Coast boating activities has found it necessary to have a board of directors to set up an agenda in advance for the proper consideration of all the activities which come under the jurisdiction of this body. Also they have found it expedient to meet twice a year instead of once a year, which had been the procedure in the past.

The Board of Directors met at the St. Francis Hotel on Friday, Feb. 13, and the meeting of the delegates was held

Delegates to the annual meeting of the Pacific Coast Yachting Ass'n. on Feb. 14th enjoy the cruise to Marin YC on Adios II. Charley Langlais plays host to the delegates each year.



at the St. Francis Yacht Club during the afternoon of Saturday, the 14th of February. The agenda of the meeting considered such items as: the San Francisco Perpetual Challenge Trophy, which is being considered for a three-race series rather than a single race and, as such, has been approved by the Corinthian Yacht Club of San Francisco and the San Francisco Yacht Club with the Los Angeles Yacht Club still to approve; a report by Captain Johanson, Commodore of the Trans-Pacific Yacht Club, and Ira P. Fulmor on an effort by Trans-Pacific Yacht Club to correct the inequities of the handicap allowance in the Honolulu Race; a report by Commodore Phil Smith on the 1952 Pacific Coast Championship Regatta held at Seattle; an effort to be taken by the PCYA to create a permanent crew pool for future regattas, and fix the date for future Coast regattas; and a report by Mr. W. H. Day of Vancouver on a N.A.Y.R.U. meeting in New York. The articles of association were revised to bring them up to date so that they can better serve the needs of the times. The Northern California Power Cruiser Association was accepted as a member of P.C.Y.A.

The officers for 1953 will be: Commodore James Wilhite, Saint Francis Yacht Club, San Francisco, Vice-Commodore Charles Schimpff, Los Angeles Yacht Club, Rear Commodore Captain J. G. Johanson, San Diego Yacht Club, and secretary-treasurer, H. G. Stevens of San Francisco.

Charles Langlais played host to the visiting delegates with a cruise on his *Adios II* to the Marin Yacht Club at San Rafael. It was a most beautiful day on the Bay and the *Adios* was convoyed by Doug Dorn's *Husky* and Belden

Jim Wilhite, left, incoming Commodore of the Pacific Coast Yachting Ass'n., receives congratulations from Phil Smith, outgoing Commodore.



Gardner's *Hog 'N Nog*. Spike Davis of the Saint Francis Yacht Club was the Chef De Mer at the Marin Yacht Club where a sumptuous repast was served.

The Power Fleet lined up on February 21 to begin a double-header predicted log race from both ends of the Bay. One race started at the Corinthian Yacht Club and the other at the Antioch Bridge, with both of them ending at Suisun City at the head of Suisun Slough. The Fairfield-Suisun Chamber of Commerce sponsored this race which was supervised by All Clubs Winter Racing Association. Each race had three separate trophy awards and a perpetual sweepstake trophy for the skipper scoring the lowest number of seconds error for the two races. The winners of the Corinthian Race were: First Place, *Eunice III*, Sausalito Cruising Club, Milt Johnson, 06.37 seconds error; Second Place, *Al and Mc*, Corinthian Yacht Club, Ed McHugh, 09.21 seconds error; Third Place, *Manu-Kai*, Oakland Yacht Club, Mal Storm, 09.55. The Bridge Marina Race winners were: First Place, *Kandee II*, Bridge Marina Yacht Club, Denny Wright of Walnut Creek, 06.48 seconds error; Second Place, *Florence V*, Bridge Marina Yacht Club, Dr. Joe Somberg of Oakland, 22.19 seconds error; Third Place, *Graemar*, South Bay Yacht Club, Marshall Hall, 23.05 seconds error.

There were twenty-four boats in the race and individual plaques were given to all participants. The perpetual trophy was presented by the Sheldon Oil Company of Suisun. This was won by Milton Johnson as over-all winner. It was rumored that two boats "felt the mud" but only one was unable to finish within the allotted time.

Things are boiling in the small boat fleet as each skipper sets out to prepare himself for the Pacific Coast Championship to be held at Richmond, from June 4 to 7. It is expected that a fleet of over a hundred and fifty boats will compete in this event, and there will be plenty of talent from other parts of the Coast to keep our local boys on their metal. The Richmond Yacht Club will be the host club to the Pacific Coast S.B.R.A. regatta and will take care of the housing, launching, and other problems attendant to such a large fleet. Dick Queirolo will be the chairman for this event.

There are a number of new interesting craft either being launched or ready to be launched around the bay area. Barney Nichols at his shop on the Oakland Estuary is building an attractive 27-foot plywood sloop. He has not announced the name of the new owner. Dick Jackson of

Arthur Krause, retiring Commodore of the Vallejo Yacht Club, congratulates Ed O'Brien, right, as he takes over the Commodore's duties for 1953.



Billie Harding, founder and co-operator of "Crewpool" in San Francisco, takes up her phone to get another crew member for some needy skipper.

Alameda recently launched his new Sparkman Stephens designed, 13-foot Blue Jay Class sloop. This is No. 107 in the class but the first in this vicinity. He hopes that this centerboarder will develop into a class. Em Doble in his Alameda Boat Works is building a new power cruiser which is exciting much interest. Two new Zephyrs have just been completed by Ed Thrall and Jack Freitas. One is for Dick Queirolo and the owner of the other has not been reported. Bill Helbush of the Marina Yacht Club is the new owner of a 35-foot schooner built in Hong Kong of Bangkok teak which arrived here after a stay in England. It is rated under the British rule as an 8 tonner. Opening Day April 26th should see these craft and many others which are yet to arrive. The Catamarans will probably make their debut as many have become part of our bay

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The Small Boat Fleet of the Richmond YC is practicing hard each week end for the Coast Championships to be held there from June 4 to 7 as part of the big regatta on San Francisco Bay.

Below: Officers of Encinal YC. Standing, Ray Waterlow, Commodore; Chester Jordan, Sec'y.; Kenneth Eberts, Kenneth Wallace and John Van Valkenberg, Directors. Seated: Dorward Henderson, Vice-Com. and Edwin Manhard, Director.



Coronado Plans a Boat Basin Like San Diego's

S.D.Y.C. Will Stage Lipton Cup Race on April 12th

NEW hope has been added to the eternal fountain which bubbles in the hearts of Coronado Yacht Club members; that authorities would someday get around to the dredging of South San Diego Bay, which would include the entrance to Glorietta Bay where this fine Yacht Club is located. John Bate, Port Director and local yachtsman must be given credit for his farsightedness and promotion work in this project. From the Yacht Club he is aided and abetted by Rear-Commodore Al Laing and City Manager Glenn Wade. The Club could easily answer the challenge in the recent newspaper articles, to the effect that they could berth 2000 Yachts. They have under lease from the City of Coronado seven acres bordering Glorietta Bay and an enthusiastic membership which is now the largest in the Club's history of twenty-one years. They are free of indebtedness, have a large roomy Clubhouse with extra space at present which could be utilized and a large new office which was built last year, ample to handle the affairs of so large a Club. The City of Coronado has always given full support and cooperation to the Club and the relationship has been one of goodwill between the Club and City officials . . . remembering when they have loaned us bulldozers, scrappers, burned our weeds before Opening and even supplied, cut and delivered free of charge, fifty palm fronds and their choice banana plants for a Hawaiian party.

Commodore George Doolittle did not wait around until a week or so before Opening May 30 to start working the place over but called for a big Work Party Day in early February and got a tremendous response. We think it was eighty people who painted, hauled in rip rap and spread new topsoil because there were eighty plates of delectable stew, whipped up by Mrs. Commodore, served unless some of the harder working skippers snuck in the line twice. It was truly a horde of "busy ants" who descended upon the place and before the afternoon sun was over the yardarm all work was completed to the Commodore's satisfaction. One more such party and we will be ready for the Long Beach Yacht Club group, who already have made plans for the James Craig predicted log race at

Opening; the arbitrary handicap skippers for the George Alfred Bromley III Trophy and the ocean racers for the George Doolittle Cup.

The race committee were just about ready to shoot the gun for the start of the second race of the Woodworth Handicap series on February 8 when they espied the small craft warning flag being hoisted. The gun was fired as usual but skippers raced for the Bob Herrmann Storm Warning Trophy instead with but few withdrawals. Winners: *Annette*, Charles Soderbery, 1st place; *Surprise*, C. S. Kempff, Jr. second and third, Ted Harmon in *Six-Bits*.

When they finally got around to the Woodworth race, a couple of Sundays later, Bob Niemyer led the fleet in his Lightning class, the *Chiquita*. Winning crew was Mrs. Niemyer and Charles Allen home on leave from Army duty. Mrs. Niemyer (Marion) made a good start towards her goal for the year which is to skipper the *Chiquita* in a race and win!

Commodore Doolittle has chosen Mrs. Denny Barr who has chartered the PCC *Eulalie* for the event, to represent the Club in the Lipton Trophy race on April 12. Crew members will be John Purcell, M. R. McColley, Bill Pickford and Bob Haines.

Bill Pickford has joined the Lehman Dinghy skippers and has sold his PC *Jade* to Charles Ingle who will enter the racing. Ted Harmon in his PC *Six-Bits* has done very well with the PC Class at San Diego and in the second race of the series recently he came in third with Jack Bone and John Washington leading him by only a small margin.

TEDDY ACKERMAN

SAN DIEGO YACHT CLUB NOTES

February Sailing

ON the 8th and 15th of February, S.D.Y.C. Penguins wound up their six-race Winter Series with Bert Israel taking six firsts, in *Chilly*. Fred Cutschaw was second in *Amber* and Eric Nordholm's *Frenzy*, third.

John Washington's *La Cucaracha* won the first of the Pickford Series on the 15th. Jack Bone sailed *Skylark* to

(Continued on Page 92)



—Photograph by Beckner
Some of Coronado Yacht Club's slips. The club will celebrate its 21st birthday in April. And it is hoped that there will be something else to celebrate: The announcement that the harbor will be enlarged, deepened and beautified.



—Photograph by Beckner
Against a background of tropical growth which abounds in Acapulco, topped by the famous Las Americas Hotel, the Lehman Dinghy fleet makes a start with the individual high point winner, Chick Rollins of San Diego, holding the weather berth, (No. 71).

NEWS FROM THE FOUR CORNERS

THE ENSENADA RACE

THERE are many outstanding features of the Ensenada Race, but the most outstanding of all is its excellent management. This has been true from the very beginning, and this year things are proceeding with their accustomed smoothness. The start will be at noon, Thursday, April 30th, off the Newport Harbor entrance. Entries close on April 20, 1953. Entry forms can be secured from George Michaud, 3974 Wilshire Blvd., Los Angeles 5, Cal., Tel.: DUnkirk 87123.

There will be two general classes, boats racing under the Long Distance Racing Rule and those racing under Arbitrary Handicap. Each will be sub-divided into three classes and there will be several trophies for each class.

The race has reached such size that the Newport Ocean Sailing Ass'n. has found it impractical to handle hotel reservations. However, it is already evident that there will be something like 140 boats in the race, and this means that those who do not make hotel reservations early will not get any. They must be made by the individuals.

Those wanting information about the race can secure it by writing to Ensenada Race, 1953, Newport Beach, Calif., or by calling BEacon 7444 (during business hours only).

LEHMAN RACES AT ACAPULCO

ALMOST anywhere in Southern California yachting circles about now there is one great topic of conversation—Acapulco!! Those who were fortunate enough to participate in the first San Diego to Acapulco race are loud in their praises, not only of the race itself, but of the gracious hospitality and almost constant round of gaiety which was provided by Commodore Enrique Schondube of the Club de Yates, his excellent committees, and the host of friends of the Club and yachtsmen in general.

After a week of festivities with the "big boat" sailors, our genial hosts were allowed only a few hours in which to prepare themselves for another invasion of enthusiastic yachtsmen: namely, the American Lehman dinghy team which flew in Saturday morning, January 31, for the four day winter series of the semi-annual International Lehman Dinghy competition. This event was inaugurated in Janu-

ary 1952, and is regularly scheduled to take place in Acapulco around the end of January and in Newport Harbor in September each year.

The Club Nautico team was fired with determination and took the first race handily to put the Americans on their mettle for the balance of the series. Two races Sunday and two Monday, sailed on the "round robin" principle, made up an exciting nip-and-tuck event with the lead changing in each race. The final results showed a strong rally by the Americans in the last race which gave them the series by a substantial margin.

Among those who carried the colors of "Old Glory" to victory in the 1953 winter series were: the Chick Rollins and the Bill Pickfords, Kim Fletcher, Jim Wiesler, and Mort Chase, all of San Diego; from Newport Harbor there were the John Swigarts, the Roy McCulloughs, the Andy Kirks, the Ken Davis', the Ben Hueys, the Frank Persons, Fred Schenck, Noel Wroolie, Gerry Madigan, Norman Marsh, and Howard Chastain, president of the Lehman Dinghy Association.

JACQUELINE BECKNER

1953 OFFICERS OF SCYA

OFFICERS for 1953 of the Southern California Yachting Ass'n. were elected at its February meeting. They are: Fred Smales of Balboa Yacht Club, Commodore; Alex Funke of Santa Barbara Yacht Club, Vice-Commodore; Harold Adams of South Coast Corinthian Yacht Club, Rear Commodore; Howard Lewis of Lido Isle Yacht Club, Secretary; Alex Irving of Los Angeles Yacht Club, Treasurer; Ed Grant and Milton Hesselberger, Measurers. Delegate to North American Yacht Racing Union is Richard Fenton and Honorary Commodore is James M. Webster of Newport Harbor Yacht Club.

BYC's HEAVY WEATHER CRUISE

THE big power boating event of the winter season in the Northwest is the Bremerton Yacht Club's Heavy Weather Cruise. It is not always held on a day when the weather is heavy, but traditionally falling on the Washington Birthday weekend it has produced some dandies.

This year the weather was good and the entry list the



—Photographs by Ken Ollar

Before the start of Bremerton YC's Heavy Weather Race burgees of practically every Puget Sound yacht club were in evidence. Below: *Benign*, owned by M. M. Vining of the Seattle YC, was first with a percentage of error of only 0.837.

largest—88 boats going to the starting line in the one-day predicted log race. There were 123 boats visiting Bremerton Yacht Club over the three-day holiday.

Seattle Yacht Club entries stepped right out and won the race for the second straight year. This time it was Mose Vining's *Benign*, with an .837 percentage of error, taking first place. Last year it was Dr. A. J. Bowles from SYC who won first.

Second place went to Frank Morris' *African Queen*, 1.292 error. Third was won by Hal Salveson, of Tyee, with *Sea Tramp*, 1.46 error.

In order of finish, other top competitors were: Russ Thompson's *Teco*, Tyee YC; A. Thompson's *Lady Jean*, Rainier YC; Bill Ostruske's *Willopeg*, Tacoma; Dr. Edward Chase's *Docson* (that boat with the intriguing name), Everett YC; W. A. Crossett's *Winahu Too*, Queen City; Brad McLaughlin's *Superior II*, Seattle; Les Trabert's *Sea Idle*, Queen City.

The judges had a busy time of it. There were many penalties assessed because of infractions, virtually all of which were based on technicalities such as failure to ink in courses on the race chart.

U. S. POWER SQUADRONS DISTRICT 16

THE anniversary of the founding of the United States Power Squadrons in 1914 was celebrated by the Seattle Power Squadron with a cruise and rendezvous at Winslow, in Eagle Harbor, on Bainbridge Island on February seventh and eighth.

The flagship *Patabab* of Commander Harry Schwartz had



the company of 20 other Squadron boats and roughly a hundred members and their friends with their families.

Seattle members received 73 Merit Marks from the United States Power Squadrons for contributing substantially to the promotion of their interests during the year 1952.

Plans are being considered for a United States Power Squadrons cruise from the West Coast to Hawaii.

District Commander Richard G. McCann attended the dinner of the Portland Power Squadron, attended by 280 members and their wives, at which 44 new members were given the Squadron pledge.

Piloting classes are being conducted in Port Townsend. The new Bremerton Power Squadron is conducting classes in Poulsbo and the Tacoma Power Squadron expects to start classes in Olympia this Spring.

—Photograph by R. B. Hayes

Characteristic of many gatherings in Puget Sound, the "Mother Ship" *Eudora* looks after a brood of 20 boats during the Seattle Power Squadron's Founders Day Rendezvous at Eagle Harbor on Feb. 7 and 8.





The 1953 flag officers of Long Beach YC, plus most of the Staff Commodores, were honor guests at the annual Commodore's dinner, held aboard Staff Commodore C. S. Smith's 150-ft. power yacht *Alamo* on Feb. 17. Staff Commodores were: Standing, Larry McDowell, Van Hickman, George Heinrich, Ed Simonis, Dick Loynes and Charlie Hapton. Front: Hollis Strait, Wesley D. Smith, Cliff Smith, Lazard Lippman and Joe (Rusty) Fellows.

The Tacoma Power Squadron held its mid-winter dinner at The Top of the Ocean attended by 160 members and guests. The new officers were installed by District Staff Captain Ernest D. Thomson. Chairman of the Board of Admissions Arthur J. Batchelor inducted 37 new members.

Mrs. E. D. Thomson, Commander of the Squadronettes, presented Women's Certificate of Qualification to the 11 new members who had passed the regular U. S. Power Squadrons piloting examination.

Dr. Edwin B. Chase, Past Commander of the Everett Power Squadron, has received the first plaque awarded to a West Coast Family in the All American Boating Family Contest from the Association of Engine and Boat Manufacturers at the New York Boat Show. Chase's prescription was given in his article "Family Cruising" in the February issue.

RUTHERFORD B. HAYES

U. S. POWER SQUADRONS DIST. 13 (Cal. Dist.)

EVERY one of the seven Squadrons in the California District with its 925 members, will be represented by officers, delegates and members in large numbers, when

Outboard cruising is a popular sport in So. Cal. These three 21-footers, sleeping two or more, are on their way from Long Beach to Catalina. Left to right: Al Schlemmer's *Ryan 21*, Jimmy Bellis' cruiser, also a *Ryan* and Gerald Sparks' *Ryan*. All three use Evinrude Big Twin outboard motors.



The 1953 officers and directors of Long Beach YC. Standing, Percy Beyer, Herb Riley, Bill Crutcher, John M. Foy, Rufus L. Goward and Paul A. Ford. Front: Port Capt. Stanley Weidrick, Fleet Capt. John Miller, Commodore E. H. Riesen, Vice-Com. J. Walter Martin and Rear Com. Ted C. Sten.

the Annual District Spring Conference convenes at the Biltmore Hotel in Los Angeles, Saturday, March 21.

Special guest at this affair will be Administrative Vice-Commander William C. Wolfmuller N of United States Power Squadrons. He is also Commodore of the Huntington Yacht Club and comes from Jamaica, N. Y. He is chairman of the membership committee of the select N Club, a national club of Squadron members who have earned the highest grade, that of Navigator. He wears eleven merit marks, one for each year of service to USPS. Commander Wolfmuller will speak at the afternoon session and again at the dinner meeting Saturday night, bringing a message of the newest policies and plans of the National Governing Board, which presides over the 130 Squadrons throughout the country.

District Commander Harold Tracy N, a member of Los Angeles Squadron, is expected to be reelected for another year. He will preside at the Conference and will have as guests among others, Commodore John Loose of the Eleventh Coast Guard District Auxiliary. Captain John Trebes, Commander of the Eleventh U. S. Coast Guard District, and it is expected that there will be a Naval Officer among the guests.

At the morning sessions it will be reported that 539 men and women are now enrolled in the nine Piloting classes



—Photograph by Rogers
Frostbite racing at Royal Victoria YC this winter is not as rugged as its name. There has been some rain, but mostly the days have been clear. The boats are 9-ft. moulded plywood dinghies, which double as yacht tenders during the summer.

being conducted in California.

Nominated for District office for the coming year were Commander, Harold Tracy; Secretary-Treasurer, James E. Rogers; Staff Captains, Past Commander Claude Chipperfield of Santa Barbara and Past Commander Robert L. Boyd of Balboa.

General Chairman of the Conference, who is responsible for planning the entertainment and management of the program for the hundreds of members who will attend, is Harold S. Davis of Los Angeles Squadron. Members of his committee are Curtis Dosh of Balboa, Arthur Rudd of Long Beach, Hunter Muir of San Diego, Walter Parker of Santa Barbara, Robert Trustham of Santa Monica and William Drake of San Francisco.

Morning sessions followed by a lunch for members will be followed by an afternoon business session at which time new officers will be elected. All attending the conference will be guests of the District officers, Squadron Commanders and Lieut. Commanders at a cocktail party and this will be followed by the wind-up dinner. Women attending the conference with their member husbands will have a day long schedule of entertainment.

ISABEL ANDREWS

ESCAPADE WITH BROKAW TROPHY

THERE does not seem to be a trophy anywhere that he is eligible to race for that is safe from Walter Elliott and his *Escapade*. His latest dangling scalp is the Brokaw Trophy for the race around Catalina that follows the Mid-winter Regatta at Los Angeles.

Seventeen very hot contenders turned out for this race on Feb. 28th, among them Bill Stewart's redoubtable *Chubasco*. This boat, however, stood directly across to the island

while the rest of the fleet beat up the coast before heading across. The latter procedure was correct, so that *Chubasco* was unable to pass the leading *Legend* of Chuck Ullman until they were at the easterly end of the island. Had *Chubasco* not had to labor under this handicap it is likely she might have broken her own record for the race, which is the all-time record, as the breeze was strong throughout. As it was, she did the course in 11 hours 28 min. 40 sec.

Legend was first in Class A, *Chubasco* second. In Class B *Escapade* was first, Fred Lyon's *Kitten* second and Alex Irving's *Sparkle* third. Class C winner was *Nepenthe*, with *Flying Scotchman* second and *Dancer* third. Overall winner was *Escapade*, *Kitten* second and *Nepenthe* third.

WESTERNERS APPOINTED BY A. P. B. A.

IT has just been announced that three well known Southern California yachtsmen have been appointed on the Racing Commission of the American Power Boat Ass'n. They are Arthur L. Bobrick, Larry McDowell and Dr. Elwood Schultz. Hollis Strait has been named on the Cruiser Technical Committee. All have been very active in predicted log racing.

PACIFIC ANGLERS

MORE than \$1000 was collected by the Pacific Anglers of the Balboa Bay Club Feb. 14 for the use of the Ocean Fish Protective Association, President Dick Hoffman announced today.

Principal bills before the State assembly, sponsored by the OFPA are AB 2335—to stop the use of anchovies for pet food south of Pt. Arguello. AB 1069—to prohibit

William S. Sifford, owner of the aux. ketch *Sea Song* (left) is the new Commodore of Ventura County Boat Club. Right is retiring Commodore Robert Barnes.

This year's officers of the Delta Yacht Club, Stockton, at the Installation Dinner. Left to right: Jerry Lee, Jim Mortenson, Ex-Com.; Jim Porter, Commodore; Jack Benton, Vice-Com.; and Dow Adam, Rear Com.



purse seining from May 16 to Sept. 16. ABs 834-5-6 would prohibit the sale of surf perch, yellowtail, calico, and kelp bass.

President Cy Tucker of the Southern California Fish Boat Operator's Assoc. announced that May 14 would be set aside by charter and day boat operators in Newport Beach as the day when they would give half the day's proceeds to the OFPA.

AN AMAZING VOYAGE

THOSE who heard Jack Campbell tell of the voyage he and one other man made in a 35-ft. sloop without power from Auckland, N. Z., to Los Angeles and saw his pictures at one of Los Angeles Yacht Club's recent luncheons felt greatly privileged. His account was modest and humorous, but when one remembers that by far the greater part of the voyage was windward work, it becomes more and more remarkable. One incident was especially amusing. The navigator had to withdraw at the last minute, so the other two, whose ideas of navigation were rather sketchy, had to do the best they could. After several days of stormy weather at the start, they finally got sun sights and these two disagreed by about 200 miles. They thought they were in the vicinity of a big reef, so in order to be sure of missing it, they laid their supposed position down on the chart, drew a line from there to the center of the reef and steered that course!

THE NEW KERMATH HYDROJET

KERMATH MANUFACTURING CO. of Detroit, Mich., longtime builder of Kermath Gasoline and Diesel marine engines, has announced its new hydrojet propulsion unit, known as the Hanley-Kermath Hydrojet.

The propulsion unit has no propeller, shaft, clutch or reverse gear and there is no rudder! The unit takes the water from outside the hull and discharges it as a high-speed jet under the stern. The jet nozzle is the only projection beyond the hull and extends only $3\frac{1}{2}$ inches below the hull, thus considerably reducing draft of the boat. This nozzle is pivoted, so that it can be turned in any direction, thus giving the boat great maneuverability. A boat can be turned in her own length and can be started and stopped very quickly. It operates with considerable efficiency and especially under overload conditions.

The present Hydrojet unit is designated as a Model 60 Unit and develops 60 H. P. It will be made soon in many other models. Advantages for the Hydrojet are that it will not foul, reduces draft, increases maneuverability and is much more simple and less costly than conventional power plants. Using a simple connection, it can be used to provide a stream of water for fire fighting or washing down and it can also operate as a bilge pump.

PORTLAND NOTES

TWO of Portland's yacht clubs are watching the steps of the Port of Portland commission toward enlargement of its international airport because the port has announced its intention to purchase the land bordering the Columbia River where the two clubs, Columbia River Yacht Club and Rose City Yacht Club, now maintain moorages.

The port has started condemnation proceedings against Alderwood Country Club, which lies just east of the airport, and from which CRYC leases its shoreside area and river frontage rights. The port also has announced its intention to take over the land which RCYC has under



—Photographs by Lawrence Barber
New officers of the Columbia River YC of Portland, Ore. From left: Kenneson H. Brookes, Com.; Al Lovering, Vice-Com.; C. O. Anderson, Sec.-Treas.

Below: "Huskies," 17-ft. one-design racing scows, belong to the U. of Washington Yacht Club. Photo by John Ranken



lease.

In both cases, the port has assured the yacht clubs that it has no intention at present, at least, of displacing either of them. However, the port's plan to develop a super-airport with water rights for future development if deemed necessary has prompted both clubs to shelve any plans they may have had for development of the shoreside properties

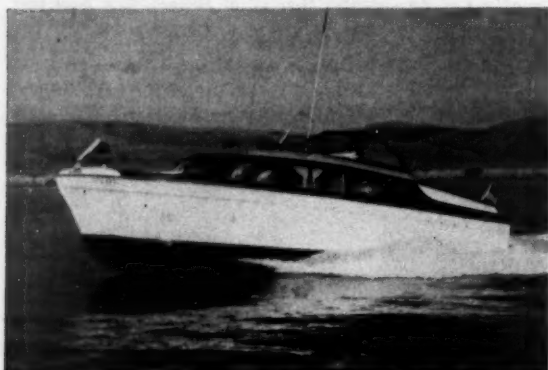


Arlene Williams of Chicago being congratulated by H. V. Bright, Vice-Pres. and Gen. Mgr. of Kermath Mfg. Co. of Detroit, after she had been selected as Miss Hydrojet of 1953 at the 20th Annual Chicago National Boat Show.



Jerry Medina (right) is justifiably proud as he stands near the first Chris-Craft he has sold at his new San Diego location. The owners, Dr. and Mrs. Robert Schiefer, are happy too. They purchased the 34-ft. enclosed cruiser shown here.

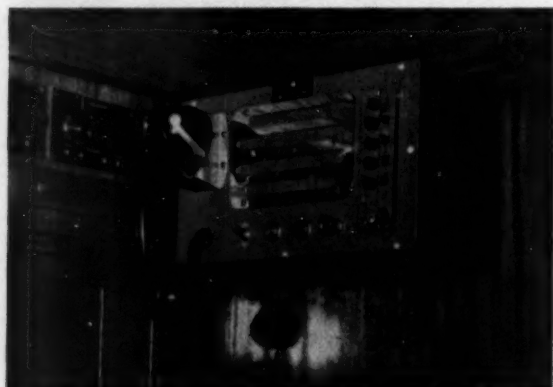
Below: One of the first of the new Chris-Craft 33-ft. Capitans to reach So. Cal. is this sportfisher with comfortable living accommodations. It was purchased from the Ken Wilson Co. of Newport Beach by Kenneth Realsnyder of Santa Ana.



The new 1953 Lyman Islander is a handsome craft. Six of these have been delivered to South Coast Co., Newport Beach, distributor in that area.



Below: New 4-Chan. VHF radiotel installed on the Roland von Bremen by Paul Schafer Enterprises of Hollywood, Cal. With its push-button channel selection it can be pre-tuned to any of four of the recently authorized channels. Latest regulations require at least three of these. A bell rings when anybody is trying to get this telephone just like at home, so it is not necessary to turn on the set when expecting a call.



beside their moorages.

Rose City Club, in particular, has been dreaming of building a clubhouse on the bank overlooking the river, but recently gave up that notion and began drawing plans for a floating clubhouse, similar to the one CRYC built four years ago. The object in this move is to be able to tow the clubhouse away if it ever has to move.

On the other hand, the port has let it be known it would like to be a good landlord for the yachters, and there is some prospect that Rose City will be permitted to enlarge its moorage so it can take in more members and thereby strengthen its financial position.

Several private and commercial moorages for boats and houseboats are included in the area which the port is taking over. These moorages have about the same status as do the yacht clubs.

Columbia River Yacht Club elected Kennseon H. Brookes as its commodore for 1953 at a recent meeting. He was vice-commodore last season and secretary-treasurer the year before, serving both years as a member of the board of directors. Elected vice-commodore was Al Lovering, who was secretary-treasurer last year, and elected secretary-treasurer for this year was C. O. (Andy) Anderson.

Portland Power Squadron held its annual election and observed its 11th anniversary March 4 when Trueman T. Smith AP, was elevated from vice-commander to commander. Others elected were Harold E. Spoelstra, AP, vice-commander; Floyd H. Bay AP, secretary; Andrew N. Kullberg AP, treasurer. The new executive committee consists of Marsh T Davis P, Marc F. Grignon AP, and Herbert S. Krumbein S.

Staff Jennings, Portland dealer in Chris Craft boats and motors, Johnson motors, Raytheon radio equipment, and other boating lines, staged his own boat show February 19 to 26, inclusive, and pulled about 15,000 people through his show rooms. Portland is not having a general boat show this year.

LAWRENCE BARBER

NEW SEATTLE SIX METER

THERE will be a new Six-Meter racing craft in Northwest regattas this summer. Al Engle and Dick Hopper, Seattle, have shipped the *Margarittha* over from Norway.

The new owners had a contact with Norwegians through Seattle friends who formerly lived in Norway. The *Margarittha* belonged to the commodore of the Oslo Yacht Club who had it up for sale. She is 4 years old and will carry the number N-81. Auxiliary power will be with an outboard motor. Sails are by Ratsey and made in Cowes, England. The new member craft of the Seattle Yacht Club came over on shipboard.

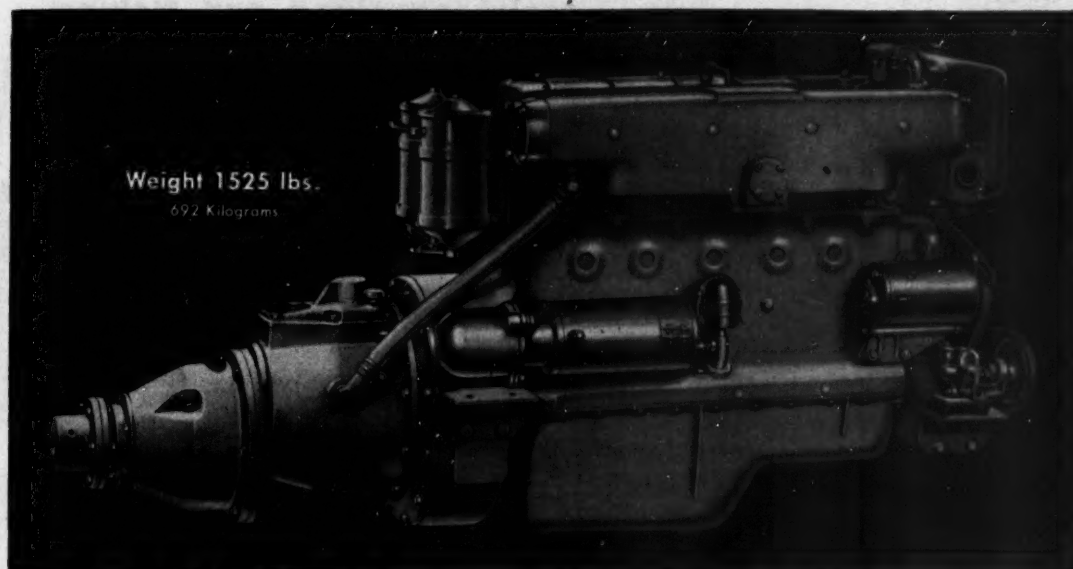
Both Engle and Hooper are SYC members. Allan W. Engle is the son of Allan B. Engle who owns the *Neoga* and is a past commodore of the Seattle club.

INTERCOLLEGIATE RACING AT SEATTLE

ON Feb. 21st and 22nd a hard fought series of intercollegiate races in sloops known as "Huskies" took place at Portage Bay.

After two days of close contests, the Univ. of Washington won with 39 points. Following close behind was Reed College with 37, Seattle U. with 33 and College of Puget Sound with 31.

(Continued on Page 54)



We Stripped the Deadweight Out of the Diesel

THIS LIGHTWEIGHT DIESEL HAS 100 H. P. CONTINUOUS DUTY RATING

6 cylinders, bore 4 $\frac{1}{8}$ ", stroke 4 $\frac{1}{8}$ "
Piston displacement 427 cu. in.
Compression ratio 14.4:1

Rating, 100 H.P. at 2200 rpm.
Maximum torque is developed at
power peak. B.M.E.P. is 85 lbs.
per sq. in. at 2200 rpm.

Length with reduction gear, 65-70"
Both rotations available

Weight 1525 lbs., with aluminum
housings, oil pan and manifold
Crankshaft diameter 2 $\frac{1}{8}$ "

Nitrided, and magnaflux tested
Seven main bearings

Zollner heavy-duty pistons of
aluminum alloy, with 3 com-
pression rings and 2 oil rings

Exhaust valve inserts of tungsten
steel, and bronze valve guides

Choice of transmission:
Paragon hydraulic and Snow-
Nabstedt, hydraulic or manual
Twin Disc available

Bosch fuel pump, with limiting speed,
mechanical flyweight governor

Fresh water cooling system on all
styles, with choice of inboard or
outboard type heat exchanger

Centrifugal water pump, requires no
attention or lubrication; dry
starts are impossible

Full flow oil cooler, on engine
Dual unit lubricating oil filter

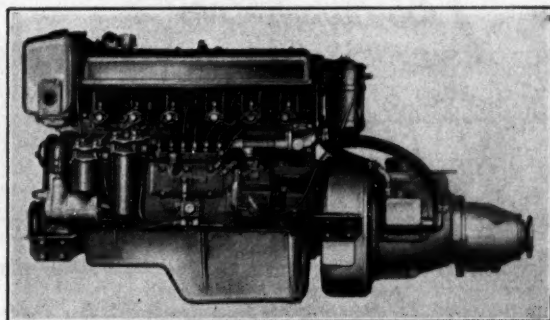
Primary and secondary fuel filters
mounted on engine

12-volt electrical system, with
17-ampere Delco-Remy generator
Radio shielding available

MODEL SIX-D427

FOR WORK BOATS AND BIG CRUISERS

The significant fact about this engine is that it weighs 500 to 800 lbs. less than any marine Diesel of comparable size heretofore available. It weighs little more than a gasoline engine of the same piston displacement. Yet it is not a gasoline engine conversion . . . The weight reduction has been accomplished without sacrifice of strength or endurance. Note that even the manifold is of aluminum, possible only in a fresh water cooled engine . . . Originally developed for a requirement of the U. S. Armed Forces, it is primarily for work boat service, although the possibilities in heavy cruisers are obvious. The piston displacement is a measure of the work it will do . . . We invite inquiries from owners of commercial boats which can use 100 h.p. delivered on the shaft through gear ratios of from 1.5:1 to 3.5:1, or big cruisers which will respond to weight reduction.



Gray also builds gasoline engines in a fine range of sizes and speeds covering the useful power range from 16 to 190 h.p. Write us, for your free copy of our big 56-page catalog.

GRAY

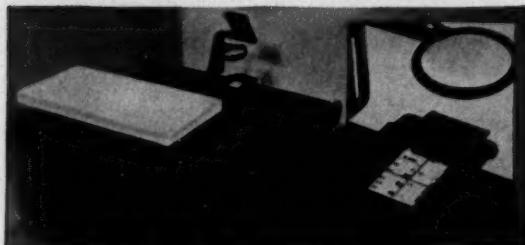
GRAY MARINE MOTOR COMPANY
Detroit 7, Michigan

NOW! A WHITER WHITE! WOOLSEY "CAWLUX" MARINE FINISH

Topsides stay white...resist checking and flaking

Reflectometer proves "Cawlux" Marine Finish Whites are whiter than ordinary paints! Absolutely non-yellowing; contain no lead pigments subject to attack by harbor fumes; tough, protective finish resists hard weather, mildew, copper staining.

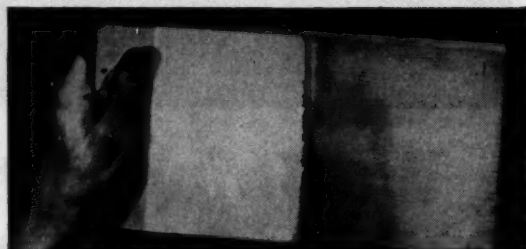
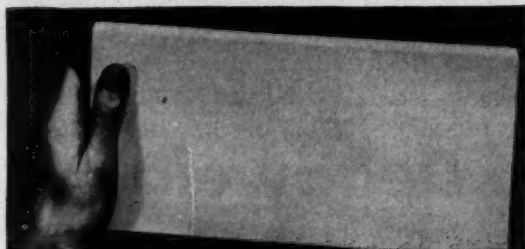
"CAWLUX" MARINE FINISH WHITE



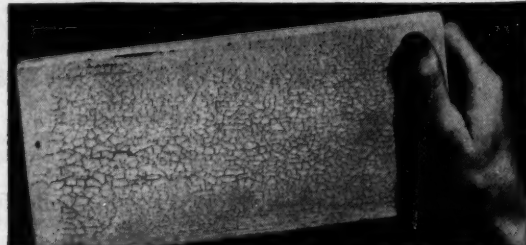
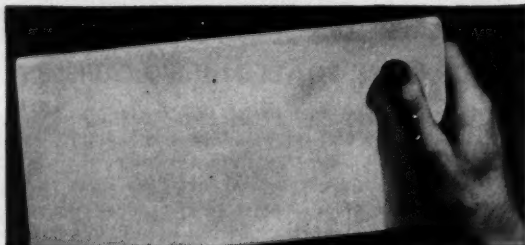
ORDINARY TOPSIDE WHITE



Reflectometer tests prove "Cawlux" is almost 20% whiter.



Exposure to harbor fumes (sulphide gas) proves "Cawlux" resists discoloration.



6 months exposure to Florida weather proves "Cawlux" resists checking and flaking.

The clean, gleaming topside white that denotes a shipshape boat can be no whiter than the pigment in the paint. And "Cawlux" contains the *whitest* of white pigments (essentially titanium dioxide) in *maximum* amounts. That it is a *whiter* white is proven by the reflectometer tests above.

Stays White and Smooth All Season

See above how gas fumes discolor ordinary paint, while the top quality pigments and long oil alkyd vehicles in "Cawlux"

have completely prevented unsightly discoloration. And after constant exposure to weather, "Cawlux" Whites strongly resist checking and mildew. Also stainproof around metal fittings.

Gloss, Semi-Gloss and Semi-Flat Whites

"Cawlux" is completely washable...covers solidly with spray or brush...self leveling, yet stays put. Coverage about 600 sq. ft. per gallon. Look for the official plaque that denotes a Woolsey Authorized Dealer. He is an expert on marine paints.

WOOLSEY PRODUCTS MEAN BETTER BOATING

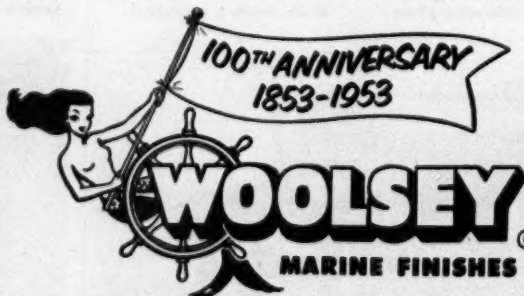
"CAWSPAR" VARNISH

Weatherproof and Waterproof

This quick-drying varnish gives lasting protection to spars, brightwork, etc. Made with pure Bakelite Resin base—positively will not turn white.

"VINELAST" ANTI-FOULING Racing Finish

Contains up to 4 times the anti-fouling copper oxide of ordinary bottom paints. Prevents attachment of barnacles, borers and vegetation up to 4 times longer. Gives a hard, fast, friction-free finish.



C. A. WOOLSEY PAINT & COLOR CO. Inc., 229 East 42nd St., New York 17, N. Y.

PACIFIC COAST DISTRIBUTORS

PACIFIC MARINE SUPPLY COMPANY, 1217-1223 Western Ave.	Seattle, Wash.
OREGON MARINE SUPPLY COMPANY, 235 S. W. First Avenue	Portland 4, Ore.
WEEKS-HOWE-EMERSON COMPANY, 255 Mission St.	San Francisco 5, Cal.
SAN DIEGO MARINE HARDWARE, 1502 India Street	San Diego, Cal.
MARINE HARDWARE, INC., 509 South Beacon St.	San Pedro, Cal.

fishermen-

WE GIVE YOU
quiet



● QUIET — *it's wonderful!*
Whispering along at trolling speed, or breezin' home with throttle cracked wide, there's *nothing* so pleasant as *quiet*! In the new Super Fastwin, Evinrude gives you the pay-off from decades of experience, making its motors quieter... always *quieter*. No motor approaching Super Fastwin's power ever ran so quietly. Quietness is *engineered-in*—from the most efficient underwater exhaust silencing to the unique twin-chambered carburetor silencer which effectually mutes high-frequency motor sounds. See your Evinrude dealer! Choose from a complete line of Evinrude models that give you, horsepower for horsepower, the *quietest*, most advanced performance on the water. Look for your dealer's name under "Outboard Motors" in the yellow pages of your phone book. CATALOG FREE! Write today for big, full-color catalog. EVINRUDE MOTORS, 4174 N. 27th Street, Milwaukee 16, Wisconsin.
In Canada: Manufactured by Evinrude Motors, Peterborough, Ont.



SUPER
FASTWIN
15 HORSEPOWER*
\$325

NEW auto-lift HOOD

Here's accessibility new to outboard motoring! For changing plugs or routine servicing simply snap open two clasps, fore and aft. Swing up the hood and port side of engine is completely accessible. *New handling ease*, too, with new Evinrude Simplex remote controls that clip on, or off, the motor in 30 seconds. (Available as an accessory at moderate added cost.)

...WE GIVE YOU
accessibility

*Power ratings are O.B.C. certified brake H.P. at 4000 R.P.M. Prices F.O.B. factory, subject to change without notice.

EVINRUDE
quiet OUTBOARD MOTORS



**THERE IS ALWAYS A
BOAT SHOW AT**

BRY

**Chris-Craft
CRUISERS — RUNABOUTS**



ON DISPLAY—20' Riviera with speeds to 40 miles per hour; stylish Rivieras have glistening hulls of two-tone Philippine mahogany.



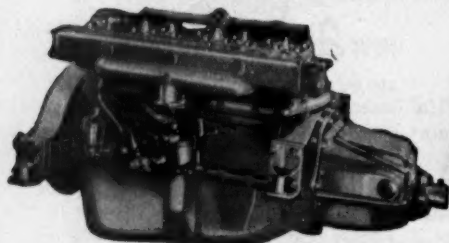
ON DISPLAY—The new 34' Flying Bridge Cruiser. Take to the water on your vacation and week-ends! There is no finer place to enjoy them than on a Chris-Craft.



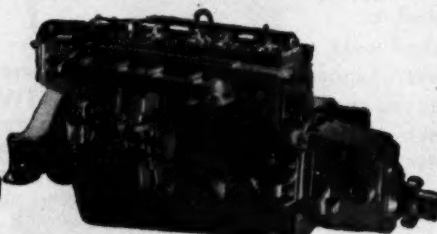
ON DISPLAY—The new 39' Salon Cruiser—a wholly new type of cruiser, ideal for entertaining large parties and for off-shore fishing. It is perfect for extended cruising for two couples or a family.

MANY MODELS ON DISPLAY—

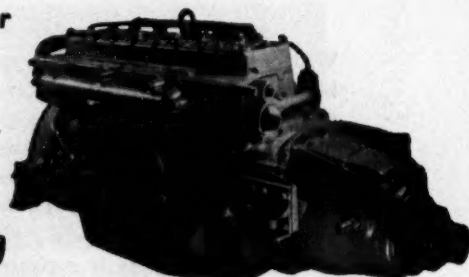
From the Smallest Runabout to the Largest Cruiser



MODEL K & KL—95 & 105 hp



MODEL M & ML—130 & 145 hp



MODEL W—160 hp

**MARINE ENGINES BY Chris-Craft 60 TO 160 HP
DIRECT DRIVE OR REDUCTION GEAR MODELS**

Featuring the new CHRIS-O-MATIC reverse control!

Build your own Chris-Craft!

All parts ready cut and easily assembled. Prices from \$57.25. Write today for FREE catalog.



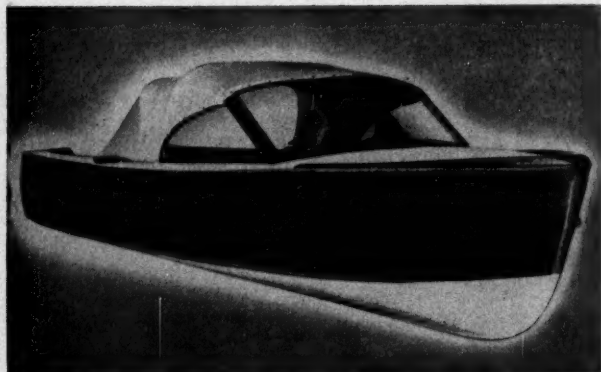
Left — 18' Chris-Craft Express Cruiser, designed for either inboard or outboard power — an ideal cruising boat.

**SEE THE SENSATIONAL Chris-Craft KIT BOATS
23 MODELS FROM 8 TO 31 FEET**

BRYANT'S MARINA

1117 E. NORTHLAKE - SEATTLE

Bryant BOATS



Left:
18' BRYANT
SEAFARER

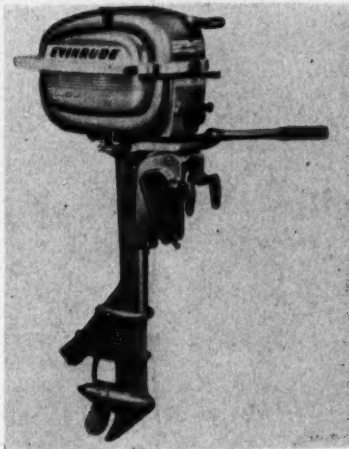


Right:
21' BRYANT
VOYAGER

NINE MODELS OF THE BEAUTIFUL BRYANT BOATS ON DISPLAY — 12 TO 21 FEET.
SEND FOR FREE COLOR CATALOG.



LIGHTWIN, 3 hp. — \$151.00



FLEETWIN, 7.5 hp. — \$218.00



BIG TWIN, 25 hp. — \$410.00

EVINRUDE for '53

THE COMPLETE '53 LINE ON DISPLAY

Not shown above, the new Evinrude 15 hp Super Fastwin, priced at \$339.00

ALSO — A complete line of small Boats in wood, plastics and metal. Marine Hardware, Paint, Electronics. Nautical attire for men and women. Complete line of Home Appliances. Jacobsen & Johnston Power Mowers.

BRYANT'S MARINA, INC. 1117 E. Northlake, Seattle 5, Wash.

Send FREE catalog on:

Chris-Craft Boats ☐

Kits ☐

Engines ☐

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BRYANT'S MARINA, INC. - 1117 E. Northlake, Seattle 5 - ME. 0090
CENTER OF DIVISION STREET BRIDGE, SPOKANE, WASHINGTON — RI 6338

TRADE WINDS

NEW BENDIX DEPTH RECORDER

CHUCK NEUMILLER, Marine Radio Electronics, foot of Jones St., Fishermen's Wharf, San Francisco, has been appointed a northern California distributor for Bendix marine electronics devices.

"The Bendix DI-1 Bendix Depth Indicator is proving very popular with yachtsmen," said Neumiller, "here in the Bay area as well as all up and down the Coast. The brightest flashing light on the depth indicator tells the exact depth below the boat. It also indicates the nature of the bottom—rock, hard or mud."

BRYANT'S BOAT SHOW

OUT at Portage Bay, Seattle, one of the country's most remarkable boat shows of the many scheduled this year across the nation, began at Bryant's Marina March 21, running until the 29th.

Strictly a one-firm show, the variety and versatility of boats and marine equipment on display, Bryant's Marina's spring show rivaled the country's largest.

For example, more than \$1,000,000 worth of Chris Craft boats and marine equipment on display, Bryant's Marina's complete line. Bryant's had their own line showing, including the 21' *Voyager* and 18' *Seafarer*. Exhibited were the Chris Craft kit boats and how to assemble 'em; and all kinds of other boats in wood, plastic and steel.

The establishment, located at 1117 East Northlake, operated by Jerry Bryant and Latham Goble, covers a lot of frontage on Portage Bay, as the many thousands who accepted the invitation to come out to the Boat Show discovered. Not only boats, and more boats, but every possible item of marine equipment was displayed in the showroom and under the commodious boat sheds and in the slips. Everything from paint to electronics, and nautical clothing.

This month Bryant's Marina is taking the show "on the road" and going to the firm's Spokane store, located at the center of the Division Street bridge.

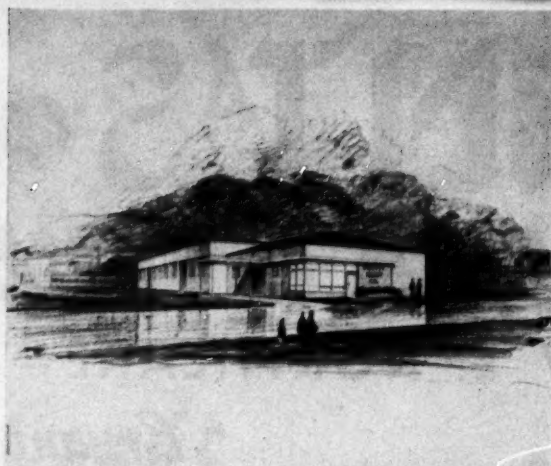
"WHATEVER THE WEATHER" A BOOKLET BY WILCOX-CRITTENDEN

SOME very useful information for both the owner and his guests on a pleasure boat is contained in a booklet just issued by Wilcox-Crittenden & Co., Middletown, Conn. It is the kind of information that is so detailed that

Elmer Linenschmidt, currently Mgr. of the Hardware Dept. of Sunde & D'Evers, Seattle, has taken on additional duties as Mgr. of the engine sales & Service Depts. Sunde & D'Evers are Washington & Alaska distributors of the Kermath line. Linenschmidt is also well known as one of the top men in Stanley Sayres' crew of experts handling the Slo-Mo-Shuns.



Complete protection of the hull against the hardest bumps, plus permanent white color are features of the improved Wise Marine Fender, produced by Griffith Rubber Mills of Portland, Oregon.



Pettit Paint Co. has moved its Pacific Coast quarters to San Leandro, Cal. into this warehouse with all modern facilities to serve the marine trade, distributors, boat builders, etc. Richard M. Larrabee, Vice-Pres. and Mgr. of Pettit's West Coast operations, says that this will greatly speed up deliveries on the Pacific Coast.

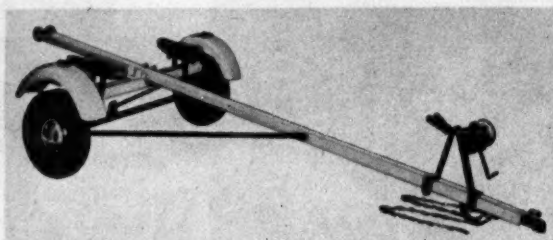
one cannot remember it accurately, so it would be handy to have the booklet aboard a boat for ready reference.

We have been advised by Wilcox-Crittenden that they will be glad to send a copy free to anybody who will ask for it by writing to them at the address given above.

NEW LIGHT-WEIGHT DIESELS

THE Mercedes-Benz Company has placed three new lightweight Diesels in the marine market. They are the 30, 90, and 120 horsepower models. The engines are off-springs developed from lighter than air research Mercedes-Benz did while powering Zeppelins for the transatlantic run in the '30s.

Their lightness, compactness, and unexpectedly low cost is due to mass production. They are the same engines used in M-B autos and trucks. Parts and services will be provided by M-B automobile dealers, and selected boat yards,

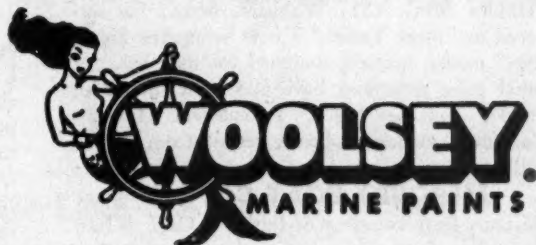
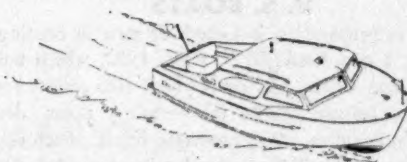


Tee Nee Small Boat Trailers, made by Tee Nee Trailer Co., Youngstown, O., are sold on the Pacific Coast by Seaboard Equipment Co., Surfside, Cal., Staff Jennings, Portland, Harold Botan of Seattle, and Gray's Motor Service of Salt Lake City.

Veterans Wireless Operators Ass'n. recently awarded the Marconi Gold Medal of Achievement to George P. Aldridge, Vice-Pres. in charge of sales and gov't. contracts of the Radiomarine Corporation of America.



SMART SKIPPERS USE



FOR PROTECTION, APPEARANCE AND ECONOMY

When you paint-up this spring make your boat the "Queen of the Fleet". WOOLSEY Marine Paints will make your boat look better all season at a lower cost. Why take less when you can get the best?

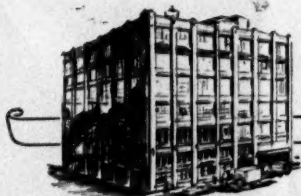
Your WOOLSEY Marine Paint dealer has a complete stock of these fine paints on hand, ready for you. He has the "know-how" to give you the right answers to your painting problems. Consult him before you paint.

See your nearest WOOLSEY Dealer for Fine Paints and Good Service

WESTERN WASHINGTON DEALERS
LAKE WASHINGTON YACHT BASIN
Seattle
SEABORN'S LESCHI PK. BOAT HOUSE
Seattle
SEATTLE MARINE SALES & SERVICE
Seattle
SEATTLE SHIP SUPPLY
Seattle
HAURY'S BOAT HOUSE
Seattle
JACOBSON BOAT & MOTORS
Seattle
M & K HARDWARE
Seattle
LEDGER MARINE CHARTERS
Seattle
MILLER MARINE SERVICE
Seattle
TROPHY SPORT SHOP
Seattle
PACIFIC FISHING & TRADING COMPANY
Seattle
ANDERSON HARDWARE COMPANY
Winthrop
RAY EGNER SPORT SHOP
Bellevue
McCARATHY & SPARLING
Bellevue
EASTSIDE MARINE SERVICE
Kirkland
BELLINGHAM ENGINE & EQUIPMENT CO.
Bellingham

ROBINSON MARINE WAYS
Anacortes
CHIPS BOAT & CABINET SHOP
Greenbank
DUNLAP HARDWARE COMPANY
La Conner
MARYSVILLE MARINA
Marysville
FRED A. DROULLARD BOATS & MOTORS
Everett
EVERETT MARINE SALES & SERVICE
Everett
OLYMPIC HARDWARE
Port Townsend
PORT ANGELES MARINE SUPPLY
Port Angeles
ANGELES GRAVEL AND SUPPLY
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Bremerton
McCOWN'S BOAT HOUSE
Bremerton
TACOMA MARINE SUPPLY COMPANY
Tacoma
OLYMPIA MARINA
Olympia
RAYMOND MARINE SUPPLY
Raymond
LEN WATSON BOATS & MOTORS
Aberdeen
KELLY SPORT SHOP
Chehalis
INDUSTRIAL & MARINE SUPPLY
Hoquiam
INLAND DEALERS
LYLE'S BOAT & CABINET WORKS
Wenatchee, Washington
CHELAN HARDWARE
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Omak, Washington
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JIMMIE SMITH SPORTING GOODS
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NOME HARDWARE
Nome
THE TRADING UNION
Petersburg
PAULSTEINER LUMBER COMPANY
Seward
SITKA COLD STORAGE COMPANY
Sitka
H. S. YOUNG MERCANTILE COMPANY
Seldovia
CAMPBELL BROTHERS
Wrangell
WELLS COMMERCIAL COMPANY
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PIONEER HARDWARE COMPANY
Homer
ALVINE & GIBSON
Kodiak



Distributed by

Pacific Marine Supply Co.

Serving the Northwest and Alaska since 1897

1217-1223 WESTERN AVE., SEATTLE 1, WASH. MAIN 1573

up and down the coast.

Seacraft, Newport Beach, the first boatyard chosen, and International Motors, the distributor, will have the new models on display April 1. The 90 and 120 hp. Diesels will be shown at the Los Angeles Boat Show.

NEW FATHOMETER

RAYTHEON MFG. CO., Waltham, Mass., has announced its "Mark Twain," a new Submarine Signal "Fathometer" model, specially designed for river use.

Substantial price reductions have also been announced on the "Cadet" and the "1080C" Fathometers. The warranty period for all models has been extended from 90 days to one full year.

MERCURY BOAT CO.

THE Mercury Boat Company of Burbank, Calif. is busy filling orders from water ski enthusiasts for their Mercury water skis which are distinguished by the exclusive "Ski-Tite" foot binding, easily adjusted to the right size in or out of the water, quickly and without trouble.

MARINE PRODUCTS, INC.

PETER LARSON, a member of the staff of Marine Products, Inc., Oshkosh, Wisconsin, since the beginning of that organization, has been appointed sales manager for this company, announces E. S. Meredith, vice-president of Marine Products, Inc.

AN ACTIVE MARINE FIRM

VERY active in the marine field all over the United States is George O'Day Associates of Waltham, Massachusetts, a firm that is exclusive distributor for the British Fairey Marine dinghies and also for Lewmar marine fittings.

Among the Fairey dinghies are the well known International 14, the Firefly, of which there are also large fleets in our country, the Duckling, a 9-ft. dinghy suitable as a yacht tender, a sailing dinghy and for outboard power, and the 15-ft. Swordfish, a boat quite similar to the International 14.

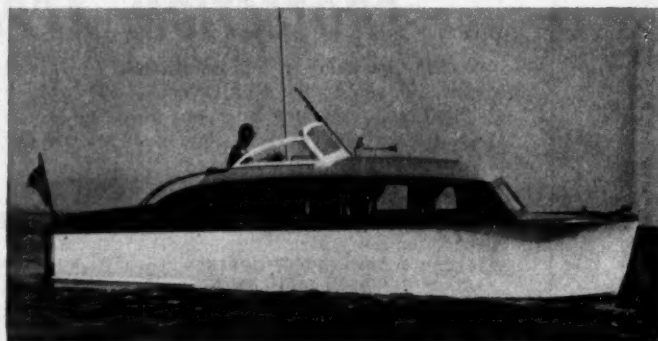
The Lewmar yacht blocks are interesting, as they are made of Tufnol, a laminated, synthetic resin bonded ma-

terial, very light but tough and impervious to the action of salt water, wind or ice. The range of Lewmar products runs from cleats to winches and many other yacht fittings.

George O'Day Associates had a booth in the New York Boat Show, where the Fairey dinghies and Lewmar fittings created a great deal of favorable comment.

U. S. BOATS

NOW in preparation is something new in boating history, a new book, *U. S. Boats 1952*, which will include complete sailing and power boat race results for the past season, feature articles on yachting, plans, descriptions, etc. by builders, many photographs, etc. Each copy of *U. S. Boats 1952* will be individually numbered. Only a limited number of copies will be printed. Your reservation can be made by writing U. S. Boats, 646 N. Michigan Ave., Chicago 11, Ill.



The first of the new line of boats by T. R. Drake, who has been building boats in So. Cal. for 20 years, is the Drake Craft 26. This one carries twin Chrysler Crowns and is on display at Fellows & Stewart's Yacht Landing, Wilmington, Cal.

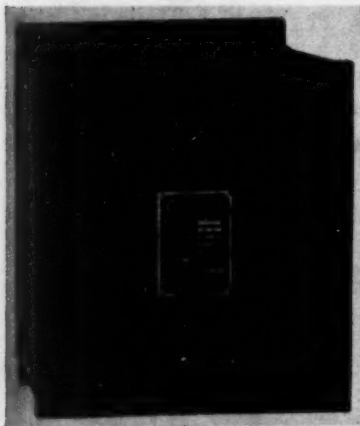
ACTIVITIES OF PAUL W. HILLER

PAUL W. HILLER this year is celebrating his 25th anniversary as a marine equipment distributor in the Wilmington district of Los Angeles Harbor. Graduating as a mechanical engineer from Stevens Tech, Hoboken, N. J. in 1918, he came to California in 1923.

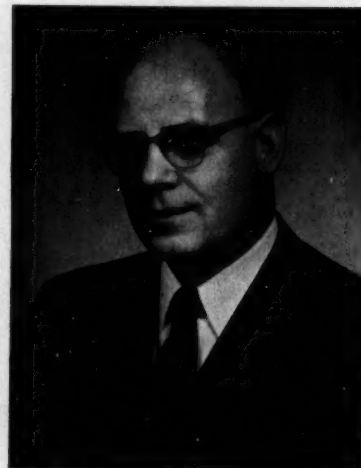
While his marine lines have been varied over the past generation, his main specialty has been fire protection, and

At right: Water sport enthusiasts of the Pacific Coast are showing great interest in the Aqua Saucer, a product of Atlantic-Pacific Mfg. Corp. It is circular, of plywood and provides exciting sport.

Below: LaMarche Mfg. Co. announces several additions to its line of Constavolt Marine Converters. New this year are 40 ampere 6 and 12 volt units, as well as an accessory model. Also new is a line of heavy duty converters.



Ernest F. Bentley has recently been appointed Gen. Sales Mgr. of the Detroit Diesel Engine Div. of General Motors.



Protect Your Boat
With

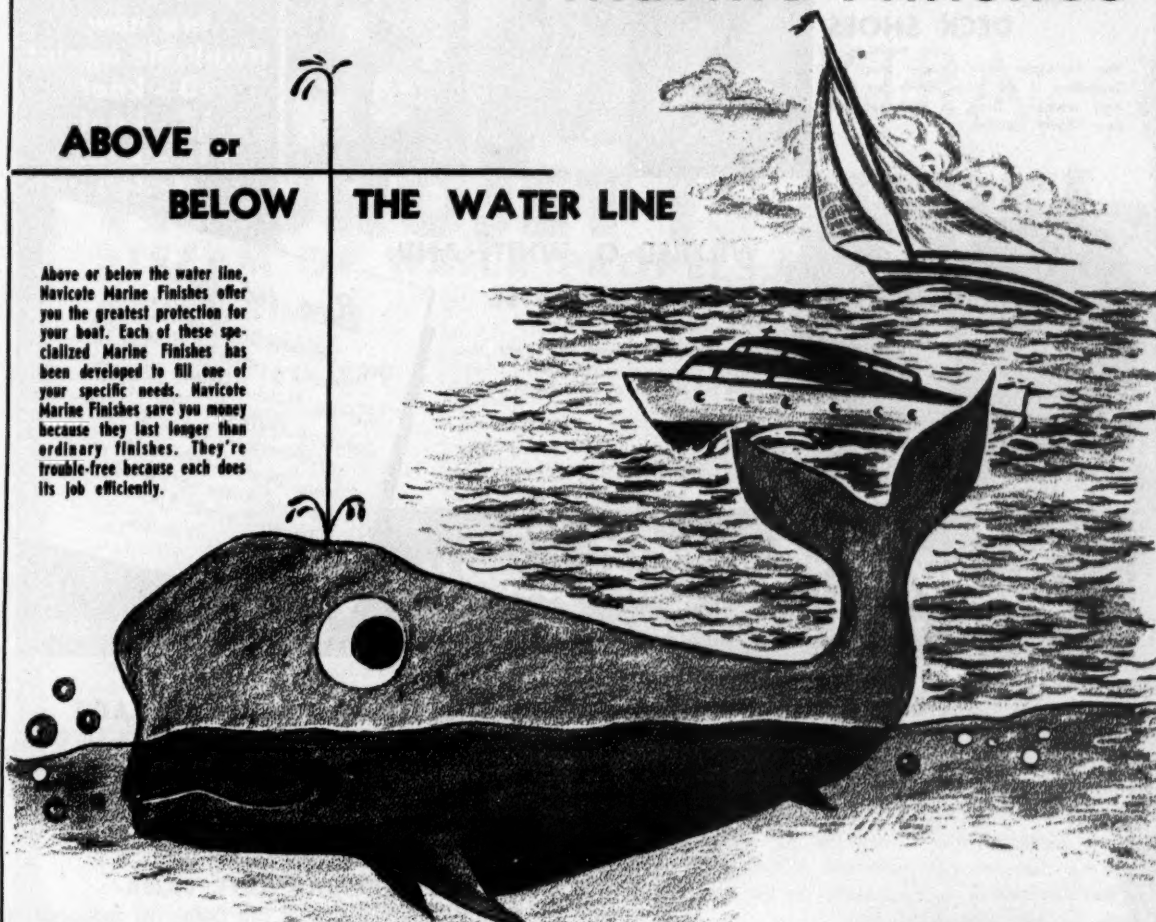
NAVICOTE

Marine Finishes

ABOVE or

BELOW THE WATER LINE

Above or below the water line, Navicote Marine Finishes offer you the greatest protection for your boat. Each of these specialized Marine Finishes has been developed to fill one of your specific needs. Navicote Marine Finishes save you money because they last longer than ordinary finishes. They're trouble-free because each does its job efficiently.



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Phone HARBOR 2600

his first account was the Walter Kidde & Co., Inc. During his long association with Southern California yachting, Paul Hiller has been a strong advocate of safety at sea. Among his oldest connections as distributor have been the Godfrey Corrosion Collar and Olympic stoves and ranges.

As a yachtsman—he owned the 32' sloop, *Clipper*. Hiller was chairman, race committee, SCYA, 1928 to 1934; and was chairman of yachting events for the 1932 Olympic Games.

ROY R. STEPHENS

THE many friends of Roy R. Stephens, noted yachtsman and boat builder were shocked to learn of his sudden death in Stockton, Calif., last month.

Stephens, who was 69, was the founder with his brother, the late T. J. Stephens, of Stephens Bros., Inc., one of the foremost Pacific Coast ship and yacht building concerns, in 1902.

Following his brother's death, Stephens headed the firm for many years until his retirement in 1947. He was a member of the St. Francis Yacht Club and the Stockton Yacht Club. He leaves a wife, Mrs. Lucille Stephens, and two daughters, Mrs. Allen Short, Stockton, and Miss Mary Jane Stephens.

BRUCE P. RUTHERFORD, INC.

LOREN BREVICK has become associated with Bruce P. Rutherford, Inc., manufacturers representatives, 1954 First Avenue So., Seattle. Rutherford handles a number of marine lines including Sudbury, Simer pumps, Paramount flags, Benson anchors, Kraissl pumps and filters and Ever-guard bumpers.

SHELTER ISLAND ANCHORAGE

ONE of the first anchorages on Shelter Island, San Diego, will be Jim Underwood's Shelter Island Anchorage. Underwood plans to have room for 120 boats. He caters to the sportfisherman. Restrooms and showers, lights and telephone are installed. Wilbur Kyle will handle brokerage.

FIBERGLAS BAIT TANK

NARMCO MFG. CO. of San Diego has announced a new Fiberglas lightweight bait tank. The tanks will not rust, corrode, or discolor. They come in three sizes, capacity varying from 19 to 39 gallons. Information can be obtained by writing Narmco, 930 W. Grape St., San Diego, Cal.

SCHOLL'S MARINE PAINTING

SCHOLL'S MARINE PAINTING is now located at 1520 Westlake North, Seattle. Warren Scholl features fine enamel and varnish work, mast and boom painting and rigging.

NEWS FROM THE FOUR CORNERS

(Continued from Page 44)

PACIFIC COAST WATER SKIING

THE American Water Ski Assn. was organized in 1939 to stimulate national interest in the sport, by acting as a clearing house for all kinds of information and to sanction and govern various competition. At a later date we will cover competition, tournament rules, membership into A.W.S.A.

Shortly after the war Don Ibsen organized the Olympic

**THE BIGGEST BOATING NEWS SINCE THE INTRODUCTION
OF THE MARINE GASOLINE ENGINE!**

NEWS EXTRA

HYDROJET IS HERE! STREAM OF WATER PROPELS, STEERS BOAT

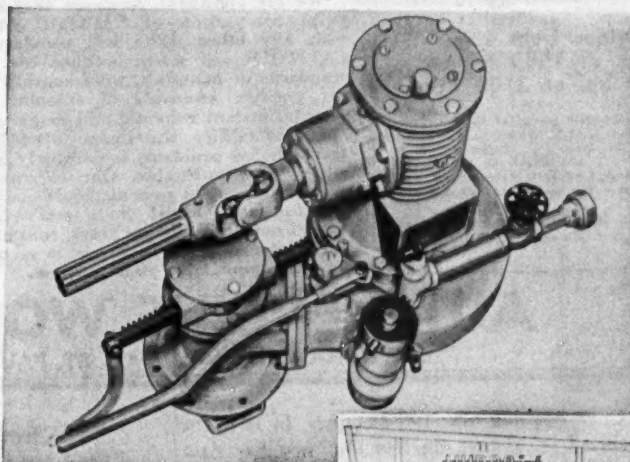
**AVAILABLE WITH KERMATH
61 H.P. SEA-JEEP MARINE
ENGINE FOR 17' TO 21' CRAFT**

Imagine a propulsion unit without a propeller or drive shaft, no clutch or reverse gear, no stuffing boxes or bearings, not even a rudder. Little wonder then that the new and revolutionary Hanley-Kermath Hydrojet marine jet propulsion unit was an immediate sensation when it was introduced last month at the Chicago National Boat Show.

This simple, high efficiency propulsion unit takes water from outside the boat through a sea chest in the bottom of the hull and discharges it as a high speed jet under the stern. It is this jet of water that propels the boat.

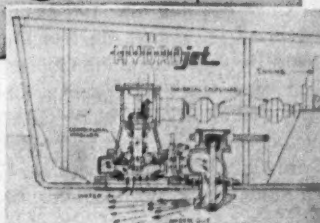
The first unit that will be in production will be a packaged unit consisting of a modified Kermath 61 h.p. Sea-JEEP marine engine together with a Hanley-Kermath Model 60 Hydrojet unit, which is particularly suited to utility and runabout boats 17 to 21 feet long. It is best adapted to a hard chine hull or vee bottom type boat. Such a combination has a tested performance in excess of 20 miles per hour propelling a 17-ft. standard kit boat.

A Hydrojet powered boat operates efficiently in six inches of water. It can beach without damage, back off in seconds by simply reversing the jet. You can turn in a boat length at full speed. It can be stopped dead almost instantly, even at full speed, and without the need of any clutch or reverse gear. It can run backwards indefinitely, under complete steering control.



**WITH NO PROPELLER OR
RUDDER, THERE ARE NO
MOVING PARTS UNDER WATER**

The Hydrojet propulsion nozzle which discharges approximately 1100 gallons of water a minute is only 3½ inches below the bottom of the hull, and it is the only part under the hull. Fishermen will appreciate the fact that not only will they be able to operate in water areas formerly inaccessible for power boats, but that they can troll or cast at any chosen speed, even a mile an hour. There is no possibility of injuring swimmers or fouling nets. The unit functions effectively in marshy areas, in silt and sand laden waters, even in debris, with operation proving satisfactory in waters of up to 60% solids. The screen water intake is automatically back-flushed by



putting the control lever in neutral and gunning the motor.

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It appears entirely fitting that Kermath Manufacturing Company with more than 40 years' experience in marine engineering and producing the world's widest range of conventional marine engines should market this revolutionary development, soon to be available through Kermath dealers and distributors everywhere.

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CAPITOL Hydraulically-Controlled Marine gears available soon.

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to wait for CAPITOL!**

Frankly, we are temporarily swamped! The unprecedented demand for CAPITOL marine gears of all types has forced delays in deliveries. Although we are making every effort to step up production in the face of material shortages, future delivery schedules are still uncertain.

We are confident, however, that a point for point comparison of CAPITOL marine gears with any other make will convince you that CAPITOLS are worth waiting for. CAPITOL standards of materials, workmanship and design are positive assurance of smooth, dependable control, instant response and longer service.

REMEMBER: Knowledge of marine power transmission problems is definitely not in short supply at Auto Engine. Our 46 years of experience are always at your disposal—on a courteous, "return mail" basis! So if you're planning to install new transmission gears, consult your engineers first! They'll be happy to recommend the best equipment for your purpose.

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DIRECT DRIVE and
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Easy to install and service, the CAPITOL EF Gear is the shortest direct drive unit made for Ford-made engines. The only popular priced gear to provide wet clutch and independent lubrication for fast response and longer transmission life. 1½:1 or 2:1 Reduction Gear may be added at any later date without machining. The CAPITOL EF Gear is the best you can buy!

AUTO ENGINE WORKS, Inc.

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Water Ski Club, boasting over 100 members. In 1946 the second organized ski club in the San Francisco Bay Area was the Arte De Agua, now the Golden Gate Water Ski Club. Then came Stockton, Manteca, Chico, Sacramento, Knockti Bay (Clear Lake), Bakersfield, Long Beach Boat and Ski Club, Rio Vista Boat and Ski Club, San Diego Boat and Ski Club, Lake Arrowhead Ski Club, Shasta Lake Water Ski Club, L. A. Boat and Ski Club and Portland Water Ski Club.

Water skiing was first introduced into California at the World's Fair in 1939, by Ni Orsi of Stockton, and Jerry Carpenter of the California State Chamber of Commerce. In 1940 one of the early Pacific Coast Water Ski Championships was held at the S. F. Aquatic Park. Since this time water skiing has really come into its own. The Pacific Coast has more water skiers than the rest of the country. California having the largest membership in the American Water Ski Assn.

Next month we will cover competition on water skis, and how to build them, as now is the time to get the skis ready for the summer. Already three sanctioned tournaments are set up for California.

Third Annual Golden State W.S. Championships
Aug. 1 and 2nd, 1953, Clear Lake Park, Clear Lake
Ninth Annual Pacific Coast Water Ski Meet
Aug. 15th and 16th, Lodi Lake, Lodi, Calif.
National Water Ski Meet (U.S.)
Aug. 21-2-24, San Diego

The sponsoring groups of these events award beautiful

trophies to the winners just for riding on boards over the water.

J. PAUL GUTLEBEN

RAYTHEON APPOINTS DONALD TAIT

THE appointment of Donald W. Tait as manager of sales promotion has been announced by James J. Tynan, sales manager, Equipment Sales division, Raytheon Manufacturing Company.

Mr. Tait has a broad background of experience in advertising, merchandising and sales promotion. He will direct and coordinate all sales promotion activities for Raytheon's Equipment Sales division, with headquarters located at Waltham, Mass.

SAN JOAQUIN SCUTTLEBUTT

SAN JOAQUIN RIVER SAILORS—You can depend on the Delta Yacht Club to make an occasion for fun out of any occasion, even an installation dinner. Highlight of the evening was the presentation of a huge television box to past commodore Jim Mortenson. Incidentally, the officers installed were: Commodore Jim Porter (*Jacajj II*), Vice Commodore Jack Benton (*Prowler*), Rear Commodore Don Adam (*Malulani*), Port Captain Roy Flood (*Betty F.*), and Secretary-Treasurer Ev Welby (*Outlaw*). Newest member to fly the blue and gold Delta burgee is Dr. Stuart Way of San Francisco, who does his cruising in a 41-foot Matthews, the *Pattie Stuart*. Harry Swanker has sold his *Ellen Jean* (his boat, not his wife of the same name!) and he is now the owner of a twin-screw 24-foot

THE COMMODORE TAKES ON STORES



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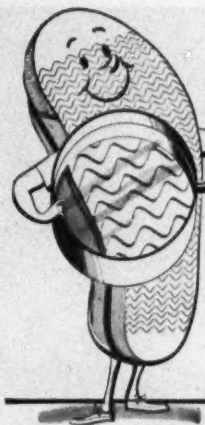
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ACTION TOP SIDERS

Flex like your palm; no resistance in action



CANVAS OXFORDS — racing favorites, have double-deep heel cushions, cool, loose linings. White or Navy. Men's 4-14. Women's 2½-10. 8.95



LEATHER MOCCASINS of hand-sewn elk stay pliant and limber. White: Men's wide; women's narrow or wide. Brown: Men's and women's narrow or wide. Men's 6-13; women's 4-9.

Brown, 15.95 White, 16.50

CASUAL TOP SIDERS

Firm, cushiony support with dress-up looks



LEATHER OXFORDS of dressy glove-soft elk, give balanced support to the whole foot. White or Brown. Women's narrow, 5-11; medium, 4-10. Men's narrow or medium, 6-13. 14.50



COMMODORE OXFORDS give firm shoe support through the arch; cushiony cork mid-soles, wedge heels. Faded Blue Denim; Navy or White Duck. Men's 4-13. Women's 3-10. 9.50



LIGHT-BUYS are now dressy Top-Siders with the firm, supporting construction of the Commadore. Easy-on and easy-off elasticized insteps. Navy. Men's 5-13. Women's 3-10. 9.50



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Chris Craft.

Like most clubs, Stockton Yacht Club spent its winter months installing new officers and welcoming new members, making sure there'd be no business to interfere with cruising during "cruisin' weather." New officers are: Henry Hankins, commodore; Marty Kimpson, vice-commodore; Dr. Henry F. Quinn, rear commodore; Ed Fuld, Gus Marengo, and Jack Curnow, Board of Directors . . . Gus Marengo has been building a cabin on one of the islands in the Delta, and he has been working on it every spare minute; one recent weekend he journeyed to the cabin site and found some anonymous friend had completed the cabin in his absence. There is no "Keep Off" sign on Marengo's property now—just a "welcome" on the door mat and on Marengo's tongue . . . Recently welcomed to membership in the Stockton Yacht Club are the following: "Scotty" Catterlin, Modesto, skipper of the 32-foot Hunter *Lady Barbara*; Jack Gianelli, owner of the *Nosey*, 16-foot speedboat; A. S. Bishop, who skips the 30-foot cruiser *Arapahoe*; A. L. Galli, Tracy, skipper of the *Flo-Margie*, a 25-foot express cruiser; W. D. Wright, Walnut Creek, who owns the *Kandee II*, 32-foot Stephens cruiser; Ernest B. Haynes, owner of the 18-foot cruiser *Joycraft*; Charles A. Morell, skipper of 35-foot sloop *Pagan Lady*; and Mason Foote, San Francisco, skipper of *Lady Beth II*, a 30-foot cruiser.

SACRAMENTO YACHTSMEN—Wouldn't you celebrate if your mortgage was paid up? Of course you would, and that's exactly what the Sacramento Yacht Club is doing in March, at their Mortgage Burning Party. Beginning in March, the S.Y.C. barge is no longer partly owned by the bank, but is completely and entirely owned by the members of the club. Officers recently elected by the club are: Ken Hansen, commodore; Gus Jahnigen, vice-commodore; Alex Vitizian, rear commodore; Ed Stadler, port captain; James Jumper, secretary; Harry Martin, treasurer; Kenneth L. Carter, M.D., fleet surgeon; Ed Barton, measurer; Frank Metzger and George Ramsey, directors; and Russ Clifford, bulletin editor . . . Alex Vitizian has bought the 32-foot Hunter *Irene*, to be re-named *Caralett* like his last cruiser. Lloyd Perisich bought an 18-foot Chris Craft cabin cruiser which he will name *Sniffles Too* after his 14-foot *Sniffles*. And Russ Clifford is owner of a 17-foot Ladd cruiser, the *Holly-Day* . . . Del Hay is planning to take the *Sea Song* to Alaska in June with a crew of fellow members, and Jack Chasser will take the *If N Wen* to Mexico after a shake down cruise in the delta . . . Recently taken into the S.Y.C. folds were Ron Webb; Carl Shaw, who owns the *Yenrun*; Milt Lane, who pilots the 32-foot *Zola C*; Claude Fleck; and Warren Taylor, who brought the 48-foot diesel cruiser *Corabel III* down from Seattle and has been using her for deep sea fishing out of Sausalito.

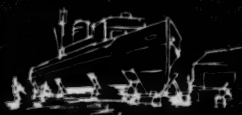
IRENE SANFORD

BLUE WATER CRUISING CLUB

THE January meeting of the Blue Water Cruising Club saw the installation of new officers. Accepting their flags for 1953 were: Commodore, Roger Ament; Vice-Commodore, Leo Robbins; Rear Commodore, Willis Boyd; Fleet Captain, Rolly Kalayjian; Treasurer, Gene Wells; Port Captain, Wayne Hughes; Judge Advocate, Lanny Gray; Measurer, Don Da Gradi; Secretary, Ed Johnson; Director, Charles Martin.

The first big event on the 1953 cruising calendar will be

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HAUL OUTS



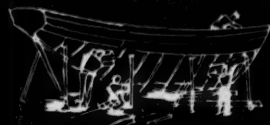
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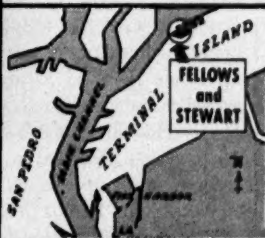
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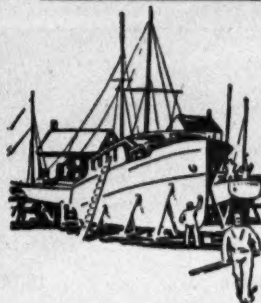
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No. 1—For deck seams

ELASTIC SEAM COMPOSITION
No. 2—For hull seams

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SEALTITE—A liquid rubber sealer

SEAM PAINT—A primer for deck and hull seams

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"AVIO"—Aer-O-Nautic—Liquid marine glue

TROWELAST—For surfacing decks, etc. in iron, wood, steel, etc.

3 WAY PRESERVATIVE—For wood, canvas and rope (clear color)

BRUSHLAST—For surfacing cracked canvas—for hard racing bottom finishes

BEDLAST—For bedding, mouldings, deck hardware, etc.

CANVAS PRESERVATIVES—For waterproofing and preserving canvas covers, etc.

FIREGARD—Fire resisting canvas covers, etc.

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DOUBLE PLANK CEMENT—For double plank boat construction

PATCHLAST—A waterproof elastic adhesive for patching canvas

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the annual Easter cruise to Cherry Cove.

A good many members are showing interest in the Ensenada race this year, and as of this writing it looks as though the Blue Water Cruising Club will have the largest representation in the race it has ever had. Staff Commodore Bill Foster is trying to interest some of the race participants in a cruise to Guadalupe Island before returning home, and several members have signified their intention of going.

Three new boats have joined the Blue Water Cruising Fleet in the last month; Albert and Tip Upton in their 30-foot ketch *Kivi*; Bill Lohr with the 20-foot sloop *Kelpie*; and Jack and Ann Nealy with their 28-foot cutter *Seacomber*.

F. B. FRANCISCO

A NEW K-38

MARK HULSMAN of Los Angeles has purchased a K-38 to be delivered May 12. The yacht was sold by Peggy Slater, Kettenburg's new agent in Los Angeles Harbor. Hulsman formerly owned the 36-ft. mahogany cutter, *Westward Ho*. Kettenburg Boat Works has also put a new teak deck on Captain Johanson's cutter, *Gullmar*.

INTERNATIONAL 14 NEWS

IN January the only racing for the Fourteens was in the Manning Series, sponsored by the SYCA and raced in Newport Harbor. Nine boats sailed a total of five races. Winner of the regatta was John Ferrier of Newport Harbor Yacht Club, Carol Jones of Balboa Yacht Club was second, and in third place was Peter Gales of BYC.

Closest racing in the Midwinters was between Carl Eichenlaub of Mission Bay Yacht Club and Peter Serrell of Balboa Yacht Club. Eichenlaub in *Catorce* won the first race,

was second in the next race, and won the third. Serrell in *Green Dream* took a second, first, and second in the three races.

Carl Eichenlaub took first place honors in the Midwinters and Peter Serrell, trailing by one point, was second. John Ferrier of NHYC sailing *Exterminator* was third and Bill Douglas of BYC in *Foxy Too* was fourth.

CAROL ANN JONES

PENGUIN CLASS NEWS

BEFORE launching into Penguin doings of this past month, we want to thank Leah Ruby for her faithful reporting of Penguin activities in this column for so many years. We'll miss your writings Leah, but thanks from all Penguin sailors on the coast.

The big race of the month for us as well as all classes was the Twenty-Fourth Annual Midwinter Regatta on February 20, 21, and 22. Penguin dinghies raced at Alamitos Bay and were the top class with nineteen skippers and crews turning out. Winds were strong and gusty, and when, after five races on Saturday and Sunday, the scores were added up, girl skipper from host Alamitos Bay Yacht Club, Sherry Hossum in her *Sea Hoss* topped all with a total of 19½ points. Sid Exley of Alamitos Bay in *Supaja* was second with 26 points. Third was Bob Woodward's *Meenie* from Balboa Yacht Club with 29½ points, and Art Glasier, Alamitos fleet captain got the fourth silver julep trophy with 32 points.

Three skippers trailered their Penguins up from the San Diego area—Bert Israel, Don Adams, and Fred Cutchshaw, but the greatest effort was made by Bob Brilliant in coming south from Oakland with his brand new boat. Bob

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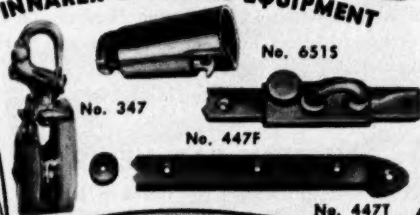
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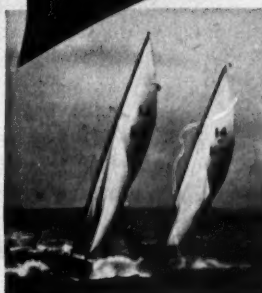
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 including Ratsey of Cowes sails
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★ **The "FLATFISH"**

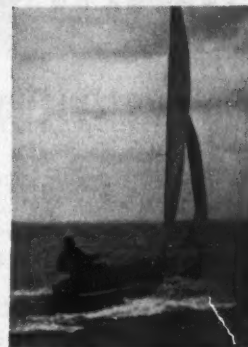
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has been appointed Fleet Captain in that area by Sid Exley, Regional Vice-President, and is doing some pioneering to start a new Penguin fleet at Lake Merritt. All Penguin owners in the Bay area are requested to contact him at 1327 21st Avenue, San Francisco 22.

As a preliminary to the Midwinters, Alamitos Bay held a tune up series on February 14 and 15, which were won by Art Glasier.

The Winter Series at San Diego Yacht Club were won by Bert Israel with a total of 43½ points. And this he did by winning all six races in the series over seven boats! Second was Fred Cutshaw in *Amber* with 32 points, and next was Eric Nordholm's *Frenzy* with 28 points. George West, by the way, is their new fleet captain.

Our next big Penguin event on the racing calendar will be the Fourth Regional Championships to be held at Mission Bay on June 13 and 14. Let's all turn out for this!

Word reaches us from Bill Fraser, National President, in Racine, Wisconsin, that Chris-Craft Corporation has selected the Penguin as its first Kit Sailboat. More details later as we can get them.

We hear indirectly from the Pacific Northwest that Bud Easter has been elected president of the new Seattle Penguin fleet. Norman Smith, new vice-president won the fleet's frostbite series race December 14 on Portage Bay with his Penguin *Aljo*. Jean Donahue is their new secretary-treasurer. We hope Seattle will advise us regularly of their activities.

Send any and all Penguin news to your new correspondent at 1310 South Euclid Avenue, Pasadena 5.

JEAN WOODWARD

NEW HUNTER CRUISERS

ORVAL LYON, Newport Beach Hunter dealer, announced the following Hunter deliveries: To B. E. Harris of Riverside, the 34-ft. Hunter, *Harlink*. To George Clough of Los Angeles, the 34-ft. *Seven Cs*, and to Herbert E. Blasier, of Pasadena, the *Monitor*. Harris just recently left on a ten day cruise to lower California.

MISSION BAY NEWS

THRILLS and spills were the order of the day for the North Shore Handicap Race at Mission Bay Yacht Club. The race was scheduled to introduce sailing to the North Shore Yacht Club which has merged with Mission Bay. All classes sailed at once in the Handicap and the race was won by young Tom Diamond in his Flattie *Tee-n-Tee*. He came in just a second ahead of his dad in the Lightning and received a round of applause. Seconds later a gust of wind snapped his mast. Then Clinton and Mrs. McKinnon tipped their Flattie *Flapjack* over and this discouraged further sailing for that day.

We are proud of Carl Eichenlaub Jr. for winning first place in the Midwinter in his International 14. Bob Gales in *Surprise* took second place in the Skimmers at the Midwinter. We can always count on a place or two when these old skippers are at the helm.

Ray Clever is the new Port Captain at Mission Bay and also the Fleet Captain of the Handicap Class.

New members being welcomed to Mission Bay Yacht Club are: Flag member, Wm. T. Nute; Junior members, John Barnes, Stephen G. Barnes and Bob Hickey; Military

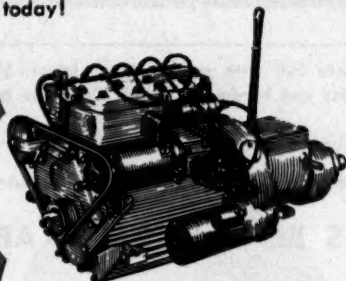
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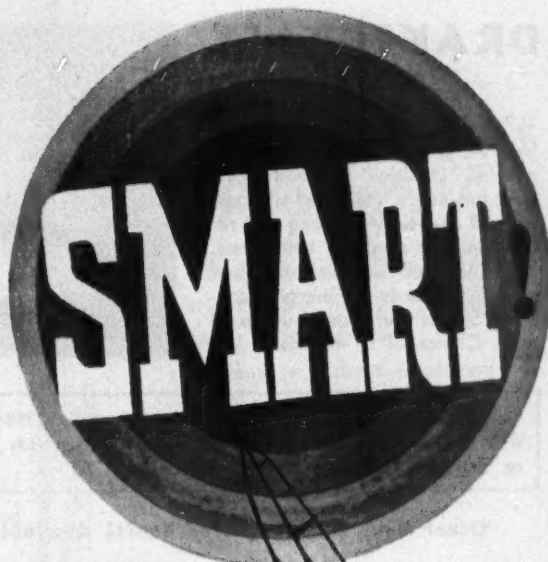


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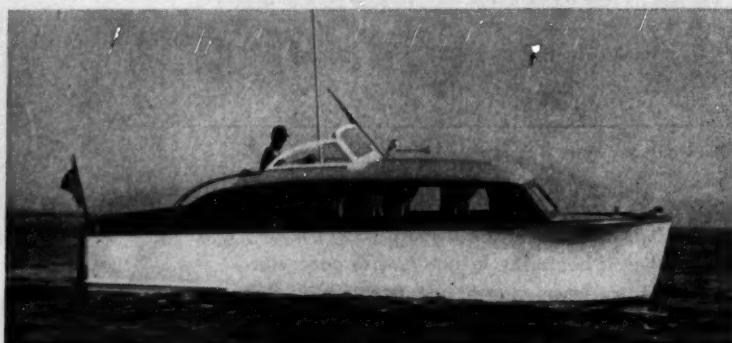


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member, Paul Combs.

CLARA DOWNHAM

NEW CHRYSLER ACES

TWO new Chrysler 105 hp. Ace specials will be installed on R. J. Wigg's 32-ft. Hunter, *Chantey*, Roy Yourstone, president of Basin Shipyard, Newport Beach announced recently. Yourstone sold and will install these engines.

SOUTH COAST CORINTHIAN YACHT CLUB

AT the annual meeting held last month, the following officers were elected:

Commodore, Warren Bradley
Vice-Commodore, Lawrence T. Sellstrom
Rear-Commodore, William Hoving
Secretary, F. Nowell Jones
Treasurer, W. B. Morrow
Directors, George Plough, Carlos Bronson, Harold Adams, and Stew Robertson.

The South Coast Corinthian Y. C., is the only yacht club located at Santa Monica, and is active in working with the city council for improvements in the S. M. Harbor.

STEWART ROBERTSON

HUMMEL HUMMEL:

Vantage Press, New York, \$3.95

OLD Timers will remember the visit of the 35-ft. Chinese Junk *Hummel Hummel*, which sailed from Shanghai to Los Angeles in 1938. She was sailed by Dr. E. Allen Petersen, and his wife Tani, and two Russians.

The Japs had invaded China, and the only way of escape for foreigners, was by ship. The idea of sailing on a junk appealed to the adventurous spirit of Dr. Petersen, and without previous experience they set out for the U. S.

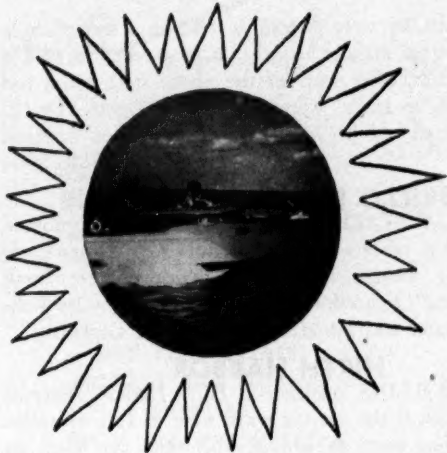
As they passed through Japanese waters, their troubles began. These are told with a sense of humor, which indeed pervades the whole book. It took 85 days to make the voyage to Los Angeles, even with the assistance of the Japanese current. The Russians had no papers, and the Immigration people sent them back to Shanghai.

After 8 months in L. A., Dr. Petersen and his wife set out for Panama and way points. The way points were few and far between, and the voyage was so protracted with storms and headwinds, that the teredos ate clear through the bottom planking. They tried for weeks to sail around Cape Mala into the Gulf of Panama, (they had no motor), finally a tug belonging to the U. S. Navy, returning to Balboa C. Z. gave them a tow.

After a brief stay in Balboa, they set off for Callao, Peru, but after 40 days beating against headwinds and the Humboldt current, they had to be hauled out on a guano island to have the bottom repaired. Plans were changed at Pimental, Peru, and course was laid to the Marquesas. Currents swept her past Nuku Hiva, and they dropped the hook at Hua Pou, in the group.

Pago Pago, in Samoa was a closed port, but they did not know it, and sailed in at night to the chagrin and astonishment of the U. S. Navy, who, as always, treated them well. This was the fall of 1941, with the storm clouds of war on the horizon. The storm broke on Monday Dec. 8th (they were east of the International Date Line) while they were at the small island of Samarai, off New

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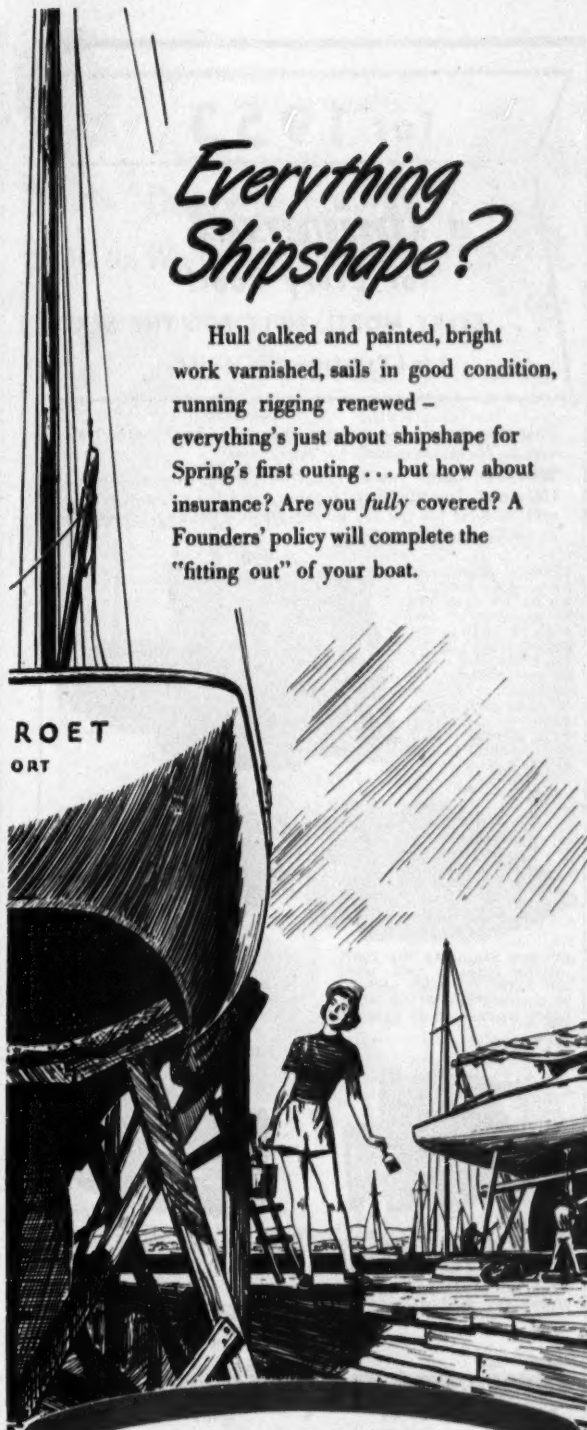
Half a century of design development, manufacturing skill and precision engineering—proven in use by thousands of boat owners the world over—combine to make today's Paragon transmissions the perfect control. For year-in, year-out dependability, efficiency and performance—look for the Paragon seal on your next boat or engine.



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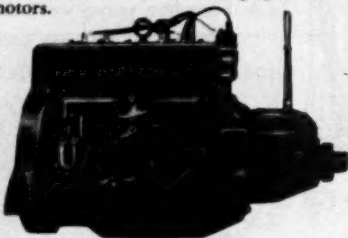
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This year there's every reason for you to have a new Universal. There are models for every boat.

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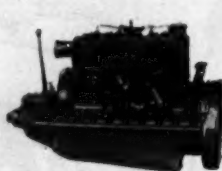
Unimite Four. All new, far ahead; packs 65 flashing horsepower in less than 32 inches! Designed especially for kit boats, it's a better marine motor for all boats. So smooth it adds new pleasures to boating. Full 141 cubic inch displacement. Ask about it now!



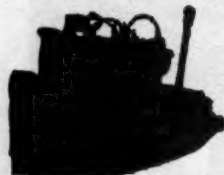
Cruiser Six. Has the 100% marine features you want for long, low-cost service. 90 flashing h.p. Other 6-cylinder models of 60 and 110 h.p.



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Atomic Four. Fast becoming America's favorite small four. It's the shortest 100% marine motor in its range—25 h.p. in a mere 26". Other Universal 4, 2 and 1-cylinder models, 8 to 75 h.p.

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Guinea.

That ends the story, which is told in a refreshingly straight-forward manner. Indeed, it is a relief to read a story told thus, after some of the phony stuff which has been dished up lately. You will enjoy the book. Dr. E. Allen Petersen and his wife now reside in Los Angeles.

STEW ROBERTSON

CABRILLO BEACH YACHT CLUB

CABRILLO BEACH YACHT CLUB reports election of its 1953 officers as follows: Robert A. Sater, Commodore; Dr. George Campbell, Vice-Commodore; Frank Watson, Rear Commodore; Jack Trimble, Sec'y.; Ira Rohland, Treasurer and Ed Mills, Fleet & Port Captain.

HIRTH HARBOR

LYNN POLLINS, manager of Hirth Harbor, Newport Beach, said the marine ways were in full operation now, handling boats to 40-feet. Yachtsmen can work on their own boats at this anchorage.

CANADIAN FROSTBITE RACING

FROSTBITE contests were introduced at the Royal Vancouver Yacht Club and the Royal Victoria Yacht Club several years ago and have been a popular means of bridging the otherwise long fall-to-spring gap in the sailing season.

Two types of dinghies used for the winter sailing are—the Sabot, which is an 8' V-bottom plywood pram job; the other is a molded plywood 10' boat built by Davidson Manufacturing Co., Vancouver.

LURE OF THE SEA

A BOOK of very fine marine photographs has just been issued by W. R. MacAskill, Halifax, Canada. Most of the photographs show the grand old fishing schooners of Lunenburg and Gloucester, but there are several other photographs of rare beauty. The book sells for \$7.50 postpaid, and there is a special autographed edition for \$10.00.

SAN DIEGO TRADE FIGURES

FIGURES just released by the Board of Harbor Commissioners of the Port of San Diego show a 251,104-ton increase in maritime trade during the calendar year of 1952. San Diego also has more people interested in pleasure boating in proportion to population than any other city over 100,000 on the coast.

SELF-MADE YACHT CLUB

(Continued from Page 10)

long to start giving dinners to raise money for the clubhouse. The men bravely pledged money, but who can pay much of a pledge out of a tax ravaged salary nowadays? In the end it was the dinners that turned the tide.

Some fellows donated scrap timbers from jobs they were wrecking and some were wheedled from civic minded corporations in the vicinity, but the work went forward. On weekends hammers and saws were plied, the clubhouse grew and every nail belonged to Win'ard when it was driven home.

Their own races had been started in the dinghy class, but when recognition came from the S.C.Y.A., they began to go in for ocean races. In three short years the roster reads like an old, established yacht club. They have, starting May the twenty-fourth, and ending September twentieth, the P.C.-Feather, the Women's Invitational, Fishermen's Shoreline Race, Medlicott Trophy Race, Bird Rock Dinghy



*Sailor
Sam
Sez:-*

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white as she was when she
went in the water."

HARDING: "That's because
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PROPELLER SHAFT

Race and the Matt Walsh Trophy Race.

The Fishermen's Shoreline Race is for big boats, schooners and ketches and has a perpetual trophy.

The Matt Walsh Trophy Race is for smaller sea-going vessels and is a perpetual trophy donated by Matt Walsh, venerable yachtsman, designer and sailor, who has won fourteen major trophies and titles in Southern California and at eighty-five ranks as dean of the racing skippers on the Pacific Coast.

Last year the Fishermen's Shoreline Race was inaugurated. The race committee was sailed to the starting line by the Sea Scout ship *Porpoise*, a Win'ard sponsorship that has already won national recognition for sea scouting, and sailed is the word as the *Porpoise* has no motor. Also on hand was the Port Captain, Leo Riley in his sport cruiser, "*Erin-go-brab*," acting as camera ship for a local, civic minded photographer and this writer.

Five big boats crossed the starting line and five boats sailed back across the finish line. After the race the boats were anchored in the shelter of the breakwater and all went ashore to the clubhouse for dinner and the presentation of awards.

About midnight that night the commodore, Jim Carlson, and I were leaning over the rail of the balcony and contemplating the boats riding quietly at anchor. Jim turned to me and said, "Charlie, it's been a lot of work, a lot of heartache and a lot of worry, but . . . it was worth it."

I said nothing but gazed out over the water in silence while Jim puffed on his pipe. "You know," Jim went on, "I'll bet there are lots of people living near the water who

would like to do the same thing we did." Another long silence, then, "Now that the clubhouse is finished, the next thing is somehow to get a decent breakwater. If we don't . . . we're going to wake up some morning and find the whole city floating in the drink."

I didn't say anything, but I thought, "Brother, you can say that again!"

And they'll get the breakwater somehow. You'll see.

DESTINATION—DIAMOND HEAD

(Continued from Page 25)

and, as Assistants to the General Chairman, Tom Watt, Larry Haus, Charles McWayne, Sr., Dr. Alvin Majoska, and Grant Morse.

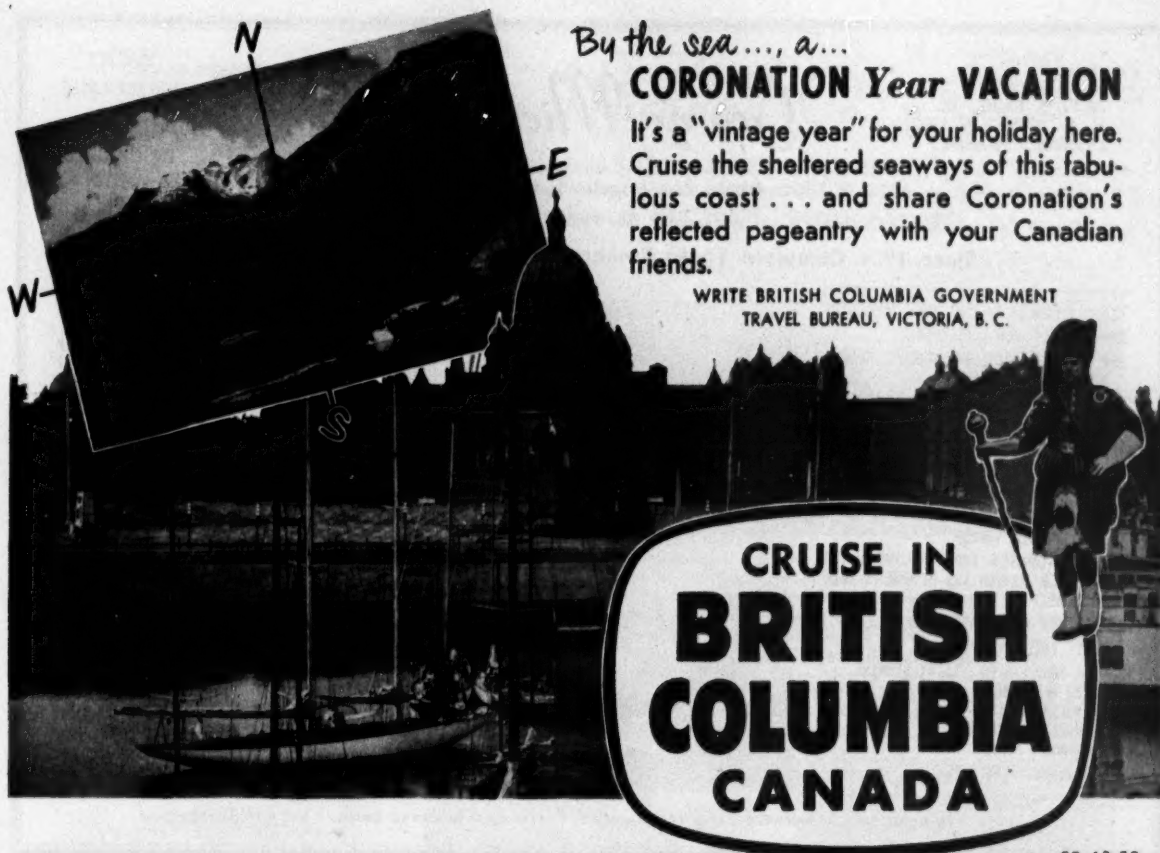
It is this so-called "steering committee" that oversees, coordinates, and supervises the work. It trouble-shoots, arranges, confers, and generally stands by as an administrative team to both make general plans and lend helping hands and advice when and where needed.

General policy decisions are made by the committee headed by H. G. Dillingham, with the assistance of Howard Wright and Harry Uhler.

Below the general policy and steering committees come the operating committees. Judges and Timers are headed by John Child, Jr.; with Art Myhre as Head Timer and Carl Linneman as Head Judge. Working under them are dozens of race committee veterans of all Hawaii's yacht clubs.

Communications has Ira Mercer of radio KHON as

(Continued on Page 77)



By the sea..., a...

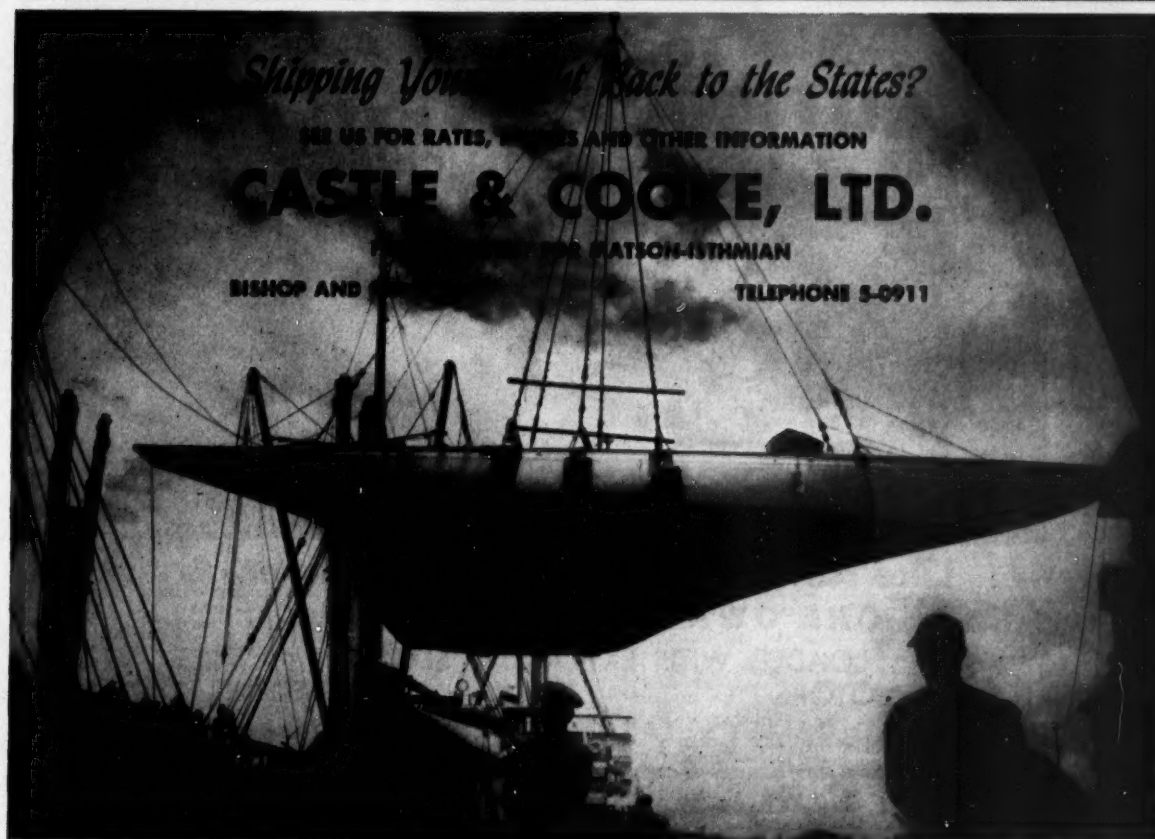
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Bent Oak Frames on 10" centers. 1 1/2"
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teak. Ballast 9 tons lead outside. Rig-
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& racing. Power, Gen. Motors 4 cylin-
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SPEED UP TO 24 M.

BERTHED AT OAKLEY'S YACHT HARBOR, STOCKTON, CALIF.

For Particulars Contact Your Local Boat Broker

LEW MUTH, Owner, 320 Wilson St., Modesto, Calif.—Phone 21318—Price \$23,500

Associates:
DAVID FRASER
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George Michaud Co.

YACHT
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INSURANCE

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Branch Offices Located California Yacht Anchorages, San Pedro, and Lido Peninsula Yacht Anchorage, Newport Beach

Since 1934 Complete Yacht Brokerage and Yacht Insurance Service



For Sale—Probably the best ocean racing ketch now available anywhere. Designed by Frank Paine and built in 1934 in the finest manner by Graves at Marblehead. 2" African mahogany planking 2 1/4"x2 1/2" bent oak frames, Everdur screw and bolt fastened. Hollow spars, teak houses and decks, stainless rigging. New gas engine 1951, 32 volt Kohler light plant, CO2 system, copper and Monel tanks, complete inventory 17 sails all top quality. Butternut, holly and teak interior. Accommodations include 2 double staterooms, 4 berths main cabin, 3 toilet rooms, plus large crew quarters. Complete galley including 17 cu. ft. refrigerator. A top offering, in top shape, ready for the Honolulu race or anywhere in the world. Dimensions 66'x52'14"3"x9'6".

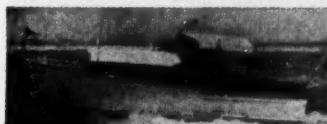
SPECIALISTS IN YACHT INSURANCE



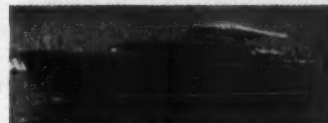
For Sale—One of the most modern and finest Twin Diesel cruisers on the Pacific Coast. Beautiful mahogany houses, decks and interior. One of the most comfortably arranged cruisers of her size that we have ever seen. She has no small dreary compartments but has two beautiful double staterooms, with adjoining toilet rooms, extremely large, light and airy main lounge, perfectly beautiful and complete galley with dining alcove, etc. Her power consists of 2 Gray Diesels of 175 HP each, Fairbanks Morse 32 volt light plant. Fuel capacity 780 gals., water capacity 950 gals. You must see this one to fully appreciate her. Dimensions 63'x60'x15'6"x3'10".



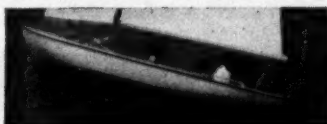
For Sale—Roomy, husky twin Diesel cruiser built by Wheeler 1931. Always had excellent care. Powered with 2 Gray Diesels, 165 HP each, installed 1940, 1000 gals. fuel capacity; 300 gals. water. Lux fire system. Accommodations are 3 double staterooms aft, large dining lounge, large galley, 2 toilet rooms, plus foc'sle. Dimensions 63'x51'x16'x5'8".



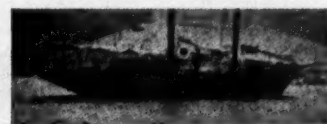
For Sale—Two of the very popular Elco 27' cruisers. Built 1947 of finest materials. Sleeps 4, fine galley, enclosed toilet room, large roomy cockpit well adapted to sport fishing. Chrysler power. These small cruisers have an excellent reputation for comfort and seaworthiness plus a good turn of speed.



For Sale—Practically new smart Sport Twin Screw Power Cruiser. Plywood hull fibre glass covered, Flagship engines, 750 watt generator, auto bilge pump, etc. She sleeps 6 in comfort, lots of elbow room. Clean and ready to go. Dimensions: 36'x12'6"x2'6". Owner very desirous of selling now. Open to offer.



For Sale—Two of these fine Albatross sloops. Wonderful for class racing, and with their large and comfortable cockpits they are ideal family day sailers. Designed by Phil Rhodes, built by South Coast Co. Good sails. Dimensions 22'8"x15'9"x5'10"x3'10". Both owners are ready to sell, because they have purchased larger boats.



For Sale—Real deep water Cruising Schooner. Built 1937 of heavy selected material. Diesel power 1951. She sleeps 8, good galley, lots of deck space. For the man with the unlimited horizon gleam, he can't do better. Dimensions: 57'4"x42'5"x14'10"x8'16". Price drastically reduced for quick sale.



For Sale—Famous Alden yawl, bilt. in Maine in 1926 of plain strong materials, iron outside ballast, lead trimming inside. Hollow spars, Watts sails, Chrysler gasoline engine, 32 volt electrical system, CO2, large complete galley, dinghy, etc. She has one fine double stateroom, 2 berths main cabin plus crew quarters. A smart, comfortable easily handled yawl. Dimensions 53'9"x38'x12'5"x7'3". Priced to sell.

At CALIFORNIA YACHT ANCHORAGES, INC.

Foot of 22nd St., San Pedro, Calif.

Terminal 2-7006 or Terminal 3-2492

22' Yacht Tender, Teak and Mahogany, Gray Engine	\$ 1,350
16' Chris-Craft Speed Boat, Bilt. 1950, Chris Engine	1,800
23' Motor Dory, Gray Eng., Small Cabin. Ideal for Fishermen	775
30' Hunt Cruiser, Bilt. 1947, Very Clean, Chrysler Engine	7,800
32' Hunter Twin Screw Cruiser, Ideal Family Boat	7,250
40' Harco, Loaded with Extras. Must be seen.	20,000
50' Shain Twin Screw Cruiser, Built 1944, Husky and Roomy	22,500
63' A.R.V. Conversion, Hall Scott engines, Clean, Excellent Cond.	25,000
28' Chris-Craft Sedan, 1947, Many Extras, Clean	6,150
27' 1948 Owens Cruiser, Clean and Roomy. Sleeps 4.	5,250
22' Aux Sloop, Enclosed Head, Galley, Sleeps 2	1,750
24' Aux Sloop, Built 1947, "A Little Gem"	2,500
25' Matthews Aux. Sloop, Sleeps 4, Enclosed Head, Gray Eng.	Offer
30' Bird Class Sloop, Univ. Motor	Offer
45' Offshore Cruising Schooner, Husky, Gray Engine	8,500
26' Norwegian Cruising Sloop, Exceptionally Fast	2,250
41' German Auxiliary Yawl, New Sails and Rig, Gray Eng.	6,500
32' Auxiliary Cruising Sloop, Atkins Design, Many Extras	6,650
26' Auxiliary Marconi Ketch, Kermath Engine, Clean	1,800

500-hp. 12 cyl. VIMALERT near new engine with many spare parts. (Specs. in LA office). Offers invited.

Subject to prior sale or withdrawal without notice. Particulars believed correct but not guaranteed.

At LIDO PENINSULA YACHT ANCHORAGE

Foot of 31st St., Newport Beach, Calif.

Tel. Harbor 1696 or Harbor 2351

30' Alden sloop 4 cyl. engine, can sleep 4	\$ 4,750
34' Block Island ketch '39, sl 5, 1951 engine	ask 5,750
37' Husky Cruis. Diesel Hanna CAROL kitch., cmptd. '40, sl. 4, ask	11,000
39' Dutch yawl '39, teak hull & decks, beautiful lines	ask 16,750
46' PCC sloop, Watts sails, very anxious	ask 21,000
55' Diesel motorsailer, slip 8, owner very anxious	WANT OFFER
107' Full Diesel steel schooner, sleeps 20	ask 58,000
26' Seabird Yawl, Falcon Engine, Marconi Rig	2,250
35' Aux Ketch, Bilt 1946, Teak Decks, S.S. Rig, Clean	13,300
26' TS Fairliner 1947, 1949 engines, cruises 25	7,950
32' Sportfisher '38, 1951 Gray engine	4,000
32' TS Fallows & Stewart cruiser '38, sleeps 4	ask 6,150
32' Charter Sportfisher 1947, Crown	4,500
40' TS ELCO 1948, 1949 Royals	22,500
40' TS Double cabin CHRIS-CRAFT 1948, 130 hp Chris eng.	22,500
42' DeLuxe TS TRUSCOTT flying bridge double cabin	ask 24,000
48' TS ELCO 1947, 1952 Royal Specials, beautiful	38,500
50' TS CHRIS Catalina 1951, anxious to sell	ask 48,000
62' TS Diesel WHEELER, 3 double staterooms, clean	42,500
63' Late TS modern Diesel, beautiful condition, a fine buy at	52,000

**MARINE
INSURANCE**

South Coast Company

**YACHT
BROKERAGE**

Newport Blvd. at 23rd St., Newport Beach, Calif.

Phone HARBOR 2600

**WE HAVE THE BUYERS—LIST YOUR BOAT WITH US
SEE BOB ENSIGN, OUR YACHT BROKER**



26' twin screw Gar Wood cruiser, ship to shore radio, bait tank, full boat covers, sleeps 4, a fast boat. Asking.....\$4,800



Above—46 foot motorsailer Alden, designed and built by Lawley. This boat is one of the finest motorsailers on the Pacific Coast, powered by a 110 H.P. Superior diesel engine, carries 700 gallons of fuel and 700 gallons of water; sleeps 6 in 3 cabins, has 3 heads and 1 shower, hot and cold water pressure system and all the comforts of home. Teak decks, ship to shore radio and direction finder. Sails and rigging are in good condition. Dimensions—55' 6" x 14' x 7' 6". Shown by appointment only—Offer.



Above—34' 1948 Chris-Craft express cruiser, twin screw, 2-145 H.P. engines, ship to shore radio, CO2 fire system, elect. bait tank, new top, side curtains and full white cover. Both engines have just had a complete major overhaul and boat has been completely painted and varnished. Make offer.



40' double cabin enclosed cruiser powered with 2- 145 H.P. Royals. Built in 1948 by Drake Craft. Ship to shore radio, 12 volt system, 300 gal. of fuel, 150 gals. water. An xint family boat. Priced at.....\$12,500



Above—The famous 18' Lyman Islander, 1953 model is now on display in our Show Room. This boat can be purchased for as little as \$2490 delivered in Newport Beach with a 25 H.P. Gray Motor. The picture shows the boat with the windshield top and side curtains which cost \$160.00 extra. There are other extras that can be installed at the factory, i.e., bait tank and motor \$95.00, head under front seat \$115.00, boat cover \$75.00, 60 H.P. motor with speed of 24 M.P.H., \$130.00 extra. Place your order now to insure delivery.



44' Dream Boat cruiser. Built by Lake Union Boat Co. in Seattle. This boat was completely rebuilt in 1951. She is powered with a 141 H.P. Chrysler Royal with 4:1 reduction, S-S radio, auto pilot, television, xint galley, sleeps 8, only.....\$12,000



Above—Albatross built by South Coast Co. and designed by Phil Rhodes. We have three of these boats to choose from, one at \$1500.00 and 2 at \$1650.00.

MARINE INSURANCE DEPARTMENT

A complete marine insurance service specializing in protection for the yacht owner. Policies tailored to fit individual needs. Expert attention to your claims and repairs.



Above: 30' Sport Cruiser. Has had only two owners, is in excellent condition and a very good sea boat. Has a new Gray 124 H.P. engine, ship to shore radio, two fishing chairs, new upholstery and drapes, full canvas cover and side curtains. Only \$5,800.

POWER

18' 1952 Lyman Islander, 40 H.P. motor, head and bait tank. Xint condition.....	\$ 2,500
19' Chris-Craft Riviera Runabout, good cond.....	2,150
24' 1952 Chris-Craft Exp. cruiser, 145 hp, S-S radio, bait tank. Xint condition.....	5,900
26' Gar Wood cruiser. Twin screw, S-S radio, sleeps 4, fast.....	4,800
30' 41 Hunter. New Packard 100 hp Marine Engine, S-S radio, sleeps 4.....	5,500
30' Cabin cruiser. Sleeps 4, S-S radio, launched 1946.....	5,250
35' 48 Elco twin screw cruiser, sleeps 6, S-S radio and R.D.F. Many extras.....	17,500
44' Lake Union cruiser. New Chrysler Royal engine, fresh water cooled, S-S radio, auto pilot, xint boat to live on, in top condition.....	12,500
48' Elco T.S. auto pilot, S-S radio, heating system and other extras.....	38,500
50' Matthews twin screw, S-S radio, xint family boat.....	15,500

SAIL

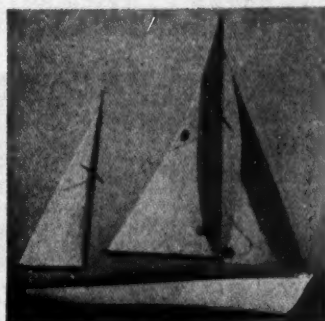
16' Used South Coaster sailing dinghy, Ken Watts sails, xint cond.....	\$ 495
17' National one design, new paint and varnish, 2 suits of sails.....	650
24' Luders. 2 suits sails, new paint and varnish, Xint condition.....	2,500
30' Dunnigan sloop, built 1948, sleeps 4, xint racing record.....	6,950
32' P.C. 2 suits of sails, xint cond.....	4,500
33' 47 Dunnigan ketch, S-S radio, beautiful condition.....	10,800
37' Diesel ketch, designed by Hanna. S-S radio, 12' beam, slips. 5.....	11,000
40' Flush deck aux. ketch 12' beam, slips. 4, an excellent boat.....	17,500
44' Island clipper, slips. 4, S-S radio. This boat in top condition.....	15,500

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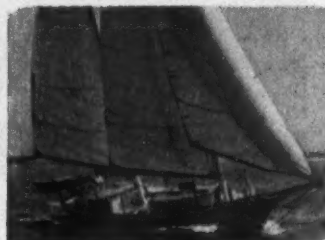
SOME OF OUR BEST BUYS



A compact deep-keel boat for cruising. Sleeps 4, head, galley, mahogany hull, Gray 4, a fast little boat. Ask \$4200.



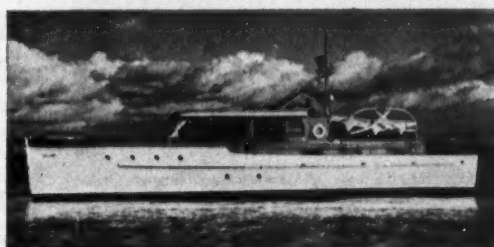
Nearly new, sleeps 4, fast and clean. A fine auxiliary Ketch at a fair price. H-28s are able and handy.



New in April '52. Skipjack ketch, sleeps 5. 36x10x4, Galley, Head, new sails, no Aux. Asking \$5000.



Wheeler has designed a new 36' Twin screw sportfisher especially for So. Calif. Above: 42' Sedan Sport Fisherman, sleeps 5 and crew of 2. Let us quote you on a New Wheeler to your taste.



53' Twin-screw Elco, with four cabins and flying bridge. Fresh-water cooled, every extra including depth recorder, dinghy, etc. A fast boat for the sportsman who likes to fish offshore or cruise fast to Catalina.

POWER CRUISERS

- 18' Lyman, new '52, 40 HP Chris., Head, S-Shore, like new, ask \$ 2,880
- 23' Sport Cruiser, '48, Chris. 95 HP, sleep 2, many extras..... 3,800
- 24' Marlin fisher, clinker blt. mahogany, '49 Gray 95 HP..... 2,750
- 25' Cruiser, built '49, Ford V8 Conv., S-Shore, sleep 4..... 3,850
- 24' York '47, Flagship 90 HP, excellent sportfisher..... 2,800
- 25' Richardson '47, twin Chrys. 92 HP, sleep 4, do 35 MPH..... 5,500
- 26' Diesel sportfisher, 1941 Buda-4, all equipped..... Make Offer
- 25' New Seacraft sportfisher, Crown eng., slip 2, READY to GO Offer
- 26' Richardson cruiser '40, Gray 91 HP, S-Shore, bait tank, etc. 4,250
- 28' Steel Saffi Craft 1950, Packard-Marine 100 HP, sleep 4, ask 5,000
- 28' Sportfisher, '39, Chris 130 HP '51, ready for Marlin..... 4,950
- 28' Lohman '41, large cockpit, Chrys. 6, sleep 2-3, Try..... 2,350
- 28' Chris Craft 1937, Chris. 95 HP '48, sleep 4, good cond..... 3,975
- 29' TS Chris-Craft Express '39, '49 Crowns, sleep 2, radio, etc. Offer
- 30' Hunter cruiser '38, Kermath 95 '49, 10W S to 5, bait tank..... 3,900
- 30' Jeffries '48, Cadillac V8 150 HP, cruise 22 K, all equip..... 5,200
- 30' South Coast Cruiser '41, Chrys. Crown '52, top marlin boat Offer
- 30' Diesel FB Sportfisher, '48, Gray 6-71, sleep 4, ready..... 5,250
- 32' Wheeler '39, Twin Crowns rabbit, sleep 4, Pilot, Radio..... 8,800
- 32' Custom Kettlenburg '42, Crown, mahog. hull, marlin chairs 5,500
- 33' Owens TS, 105 HP Flagships, 25W S-S, 100 hrs. on boat. Ask 9,500
- 34' Chris-Craft Sedan, Chris. 130 HP, Auto Pilot, S-S, etc..... 9,500
- 38' TS Express cruiser, Twin Scripps 225 HP, slip 4, every extra..... 14,900
- 40' Cruiser, new Crown, 25W S-S, nice galley, sleep 5..... 7,500
- 43' Stephens 1931, Twin Crowns just overhauled, S-S, sleep 7..... 9,950
- 47' TS Flybridge Fellows & Stewart express cruiser, every extra, 2 Gray 140 HP Vee drive engines installed '49, S-S, Pilot, Fathometer, teak cabin, slips 4 in luxury, every extra. Ask 18,750

- 53' Elco, TS Fly Bridge '39, 2 Hall Scott 275 HP, 30W S-S, Pilot, beaut. cond., sleep 6, 2 crew, CO2 system, etc. Try..... 27,000
- 58' TS Ocean Cruiser, 2 Crowns 3:1 Red., S-S, A-Pilot, RDP..... 7,500
- 63' AVR conv., 2 Gray 6-71, DF, S-S, 32V system, sleep 9..... Offer
- 75' TS Mathis, 2 Gray 6-71 diesels, 75W S-S, every extra..... 37,000
- 90' Ocean Cruising Yacht, 4 GM diesels 225 HP, all new 1946. Fine for cruising Coast and Gulf of Calif. Every extra..... 75,000

SAILBOATS

- 23' Cat Ketch, day sailer, roomy and fast, fine family boat..... \$ 1,850
- 24' Aux. Sloop, sleep 2, galley, head, Gray 25 HP. Ask..... 2,850
- 24' Ketch, doghouse, 55 rig, nylon sails '52, Gray 4, slip 4..... 3,950
- 25' Fellows & Stewart Aux. Sloop, 1937, Univ. 2 cyl..... 2,460
- 25' Calif. Cruising Class Sloop, sleep 4, Gray 24 HP. Try..... 3,950
- 26' Seabird Yawl, new Univ. 25 HP aux., sleep 4, galley, head 3,300
- 26' Sloop, converted whaleboat, sleep 4, Kermath 5 HP. Ask 1,495
- 26' Blanchard Sloop, sleep 2, head, 4 HP Johnson outboard..... 2,975
- 30' Tahiti Ketch, 1946, S-S radio, elec. ref. & anchor winch..... 7,700
- 28' Cutter, gaff rigged and husky, Kermath 25 HP 2:1..... 2,750
- 32' Winslow Schooner, new aux., sleeps 6, fine husky boat..... Offer
- 35' Hanna Cutter, 55 rig, hollow spruce mast, dinette, one double and 4 single airfoam berths, Gray 4-52..... 13,500
- 38' Colin Archer Cutter, 1910, diesel aux., needs work..... Make Offer
- 42' Stone Yawl, Kermath 63 HP, new sails '49, sleep 6..... 5,500
- 46' Husky Aux. Schooner, sleep 4, Gray 4-62, 3:1, liveable..... 8,500
- 55' Motor Sailer (In Florida), excel. cond., sleep 7..... 18,000
- 58' TEN METER, excellent cond., sleep 4 guests, 2 crew, 3 sulth sails plus racing canvas, 55 rig, very fast. Asking..... 19,750
- 67' Staysail Schooner, Marconi main, Gray 110 HP diesel, sleep 8-9, 3 cabins and large salon, nylon sails, deep freeze and range in large galley, teak decks, by appointment. Try 29,000
- 86' Lawley Schooner 1915, Atlas diesel 60 HP, sleep 12. Ask..... 18,500
- 104' Schooner, 75 HP diesel, sleep 18 with 5 staterooms..... 35,000

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Pleasure Craft of All Types Available FOR SALE OR CHARTER



85' Crashboat. Repowered by twin 6-71 G.M. Diesels on each shaft. (Total 4) Bridge controls. Radio and Fathometer. \$22,500.



\$5,950 for the new 26' semi-enclosed Express Cruiser powered by 165 HP Chrysler Royal Special. Speeds to over 30. Hulls by the famous Dair N. Long who also designed the Western Fairliner, Harco 40's and 63' AVR's. Entire hull, bottom and decks fiber glass covered. Mahogany trim. Boat complete with all standard equipment for \$5,950. See the demonstrator here. Other models or hulls to 48' built on order.

A leader in performance, appearance and value. Custom "Harco 63," built in 1946 by Harbor Boat Works. The greatest express cruiser on coast. Powered by twin 630 HP Hall Scotts. Speed to 32. Sleeps 8. Two showers and toilet rooms. Finest materials and workmanship. Top condition. \$35,000. Appt. only.

98' Steel cargo diesel vessel, powered by 200 HP Cooper-Bessemer Diesel just overhauled. 20 KW G.M. Diesel generator. 7000 gallons fuel. Will carry 100 dry tons in holds forward. Needs water tanks and clean-up. \$12,500.

277' Steamship. Licensed for 1600 coastwise day passengers. Gross tonnage 1985. Twin triple expansion engines. Economical speed laden 12.5 knots. Cargo capacity 8236 cubic feet. \$135,000. Appointment only.

85' TS Diesel Yacht. Sleeps 16. 3000 mile cruising range. 3 showers. In new boat condition. \$35,000.

New 36' TS Flying Bridge Express Cruiser, professionally built. Plywood hull is fiber glass covered. Cruises at 20 knots. Owner anxious to trade for property. \$19,500.

50' Harbor tug, powered by 130 HP Atlas diesel. Fully equipped. Vessel was rebuilt 1952 and is well maintained. \$9,500.00.

RCA Depth Recorder, Model NMB-1. Will record to 2000 fathoms, indicate to 4000 fathoms and sound deepest ocean. Cost \$25,000. Any offer. Owner will trade for anything.



Ideal Sportfisher. Husky and roomy. 75' Cruiser powered by twin 200 H.P. G.M. Diesels. Diesel generator, refrigerated hold. Sleeps 6. Large galley on deck. Asking \$23,500. Shown by appointment only.

35' Elco. Every extra. \$17,000.

43' TS Cruiser. Built Olympic Boat Works. M-7 Chrysler Crowns just overhauled. Stainless steel tanks. Auto pilot, radio. \$8,500. Trade for small boat desired.

47' TS Fellows and Stewart Cruiser. Teak superstructure. Rebuilt Chrysler Royals. Beautiful. \$17,500.

109' Diesel Schooner. Among the finest and fastest, Appt. only.

76' Schooner. 141 HP Aux. Large sail inventory. \$16,500.

28' TS Essaness Express. 10' beam. Twin 125 HP Grays just overhauled. Radio, bait tank. \$6,500.

83' TS Diesel Ex Coast Guard Hull. 20 ton hold. Very clean, \$19,500.

48' Stephens, built 1948. Teak decks, 275 HP Hall Scotts. Appt. only. \$47,000.

Among the finest, 62' TS Diesel Wheeler, built 1932. \$42,000.

Beautiful 75' TS Diesel Yacht. Perfect condition. Owner spent over \$30,000 for improvements in our yard this year. \$75,000. Income property desired.

147' TS Diesel Yacht. Built 1931 by Bath Iron Works. Tonnage requirements for Licensed Captain and engineer only. A world traveler. Offers invited.

48' TS Custom Hacker. 275 HP Hall Scotts. Property trades considered. \$27,500.

3-63' AVR's. Repowered by G. M. Diesels. Prices \$17,000, \$19,000, and \$22,500.

2-63' AVR's Extensively converted. Powered by 630 HP Hall Scotts. \$25,000 and \$30,000.

48' Elco Deluxe built 1947. Will cruise at 18 knots with twin recently installed 165 Chrysler Royal Specials. Every possible extra. Owner desires larger diesel cruiser. Trades considered. Appt. only.

40' Harco. Every extra. Appointment only. \$20,000.

54' Alden Motorsailer. Diesel. Appt. only.

A fast traveler—26 Essaness—150HP Packard—2:1 reduction—New in '52 \$6,950.

WE HAVE BUYERS — IS YOUR BOAT FOR SALE?

Free slips and advertising in *Pirate's Cove* for boats for sale 30 ft. and over that are priced to sell.

See all the boats available for sale without leaving our office. Listings are classified into type and price groups with photographs.

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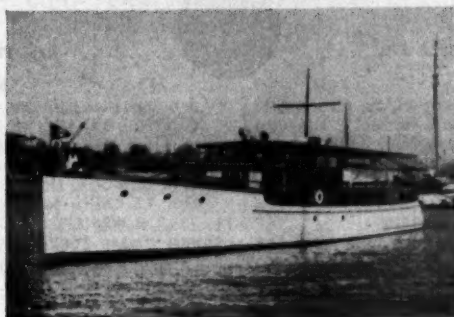


DESIGN
Consultants



FAMOUS 65' STEPHENS CUSTOM BUILT CRUISER

Twin 200 hp Cummins diesels, installed new 1951. Extended cruising range. Westinghouse air controls. Radio telephone and D. F., Fathometer. Automatic Pilot. Electric winch. 110 v. system w/aux. generator, and many other extras.



Built to finest possible specifications with teak cabins, decks, and outer double plank. Spacious accommodations in three double cabins and lounge—crew quarters for two. Tub and shower. Roomy galley with two electric refrigerators. Tables, chairs, etc.

Beautiful Condition—Ready to Sail—\$47,500.00

BEST SAIL AND CRUISER BUYS

42' Aux. Marc. Ketch, sleeps 6, try.....	\$13,500.00	43' Casey off-shore, Dlx. Equip., ask.....	\$ 9,000.00
37' Nevins Aux. Marc. Sloop, fast.....	4,500.00	34' Kneass cust. twin '38. Beautiful.....	6,500.00
30' Hurricane aux. Marc. Sloop 1950.....	8,250.00	30' Stephens 1950 tw. Express, try.....	10,000.00
30' Tahiti Ketch, custom, dbl. planked, try.....	5,500.00	28' Hunter '38 fly. bridge, dual cont.....	3,000.00

BAUMAN BROS. & DICK MILLER YACHT SALES

Sausalito Yacht Harbor

Sausalito, Calif.

Sausalito 1166



One of the finest stock built cruisers available today is this 1941 Matthews cruiser. Smooth and economical power is delivered by two 110 H.P. engines and give a speed of 15 MPH. Extra equipment includes water cooled aux. generator, fish chair, bait tank, dinghy, ship to shore radio, auto-pilot, electric winch and many other features. This is a one owner boat and shows the best of care throughout. Here is your chance to get MATTHEWS QUALITY at a reasonable price.

SAIL

59' Diesel motor sailer, ketch rig, new sails '51. Asking.....	\$30,000
42' Aux. cutter rigged motor sailer, blt. '42, perfect cond.....	25,000
40' Deep water cruising ketch, very roomy. Try.....	16,500
37' Hanna ketch, blt. 1948, 56 HP diesel eng., very good.....	11,000
35' Aux. Ketch, Teak Decks, Xint Sails and Rig.....	11,000
32' Aux. Yawl, very well built, 2 suits excel. sails.....	9,750
P.C. #12, excel. sails, bright work just refinished.....	3,300

POWER

117' Twin Diesel Steel Yacht, accommodates 10 guests, 4,000 mis. cruiss. range.....	\$85,000
65' Fantail Cruiser, very livable.....	Offer
49' Fly Bridge Cruiser, dual controls, elec. ref.....	22,500
43' T.S. Stephens, CO2, auto pilot, sleeps 7, a lot of boat for.....	11,500
40' 1949 T.S. Dbl. Cabin Chris-Craft Sedan, excel. cond.....	22,500
39' Matthews, new 160 HP engine, many extras.....	12,000
34' T.S. Ashbridge Cruiser, good sea boat, slips 4-8.....	11,000
32' T.S. Hunter, slips 6, new cover, tanks & bait tank.....	8,500
31' T.S. 1951 Chris-Craft Exp. Radio, D.F., excellent.....	13,200
31' heavily built cruiser. Near new Gray.....	5,000
30' 1947 Stock cruiser, many extras, slips 4.....	6,500
27' Elco cruiser blt. 1947, Chrysler power, 55 radio.....	7,500
25' T.S. Chris-Craft, bait tank, chair, radio, covers.....	5,000



Looking ahead to the coming months of fine sailing weather? Then here is the boat for you!

Shown is a 1948 auxiliary cutter that affords fast cruising and yet maximum roominess and comfort. Her rig is inboard and all lines lead off to the extra large cockpit. Equipment includes teak decks, all nylon sails, ship to shore radio, Kenyon Log, sailing dink and new overall covers. Specifications are: 40'6" x 10'6" x 5'10". The asking price is \$16,500.

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42 ft. Aux. Schooner, New Sails by Watts, Fast, Ex. Cond.	\$10,500
26 ft. Aux. Matthews slip. very roomy, good cond.	ask. 4,000
50 ft. Diesel Schooner, Blue Water boat, slips 13	22,500
31 ft. Aux. Slip. bit. in Denmark, Gaff—but fast.	5,000
28 ft. Aux. Gaff slip. Slips 4, needs work, make offer.	
35' Aux. ketch, teak deck, nylon sails, ex. cond.	ask. 13,300

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40 ft. Elco, T.S. Blt. 1947, S.S. many extras	22,500
25 ft. Spt. Fisher, Scripps 6-185, fast	3,000
65 ft. Twin Diesel Yacht, Crocker Design, Ex. Cond.	40,000
24 ft. Chris-Craft, Blt. 1952, Slips 2, SS, Catalina in 50 min.	6,100
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15'4" Snipe, excellent condition	550.00
14' International 14, top shape	850.00
POWER	
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46' Chris-Craft, 2 160-hp engines	23,500.00
17' Ladd outboard cabin cruiser	1,172.50

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18' Chris-Craft kit boat complete with 16-hp outboard and trailer	\$1,700
30' x 10' plywood sport fisher, Fiberglass covered, 190 hp Cadillac engines	5,500

Mooring space for boats

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14' launch, Sea-Mite motor, lifting eyes and cover. Cost over \$2,000, 4 mos. old. Asking	\$1,450
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65' Diesel schooner, husky	\$18500
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26' aux. ketch	2750
30' racing sloop, slips. 2	1150
18' aux. Atkins sloop, 1k. dk.	1200

POWER

37' T.S. luxury cruiser	\$9500
28' Chris-Craft sedan cruiser	4600
25' express cruiser	2500
40' Diesel sportfisher	3900
34' Hunt com., new engine	4300
32' com. or spt fisher blt. 45	4500

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60' Stephens Diesel 250hp. long range, deep freeze, teak	35,000
63' AVR Diesel 165hp. ex. Teak deck 510S D.F. Slips 12	Offer
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HARBOR 301



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4 Stars		\$ 500 - 1,450
4 23' Albatross Sloops		1,450 - 2,250
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4 32' PCs Pre and Postwar		2,300 - 4,500
4 44' Island Clippers		13,500 - 15,500
1 46' PCC		21,500
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1 54' Alden Schooner		17,000

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50' Aux. Ketch—new sails, 95 hp—exceptionally well built—fully found
—Ideal extended cruising Auxiliary.
Sail and power boat instruction, coastwise delivery service.

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	Centurys, Lyman's, Chris-Crafts, Utilities	
Chris-Craft Cruisers, 25'-34'-42'-46'-50'		\$ 5,750 - \$40,000
Elcos, 27'-2-35s-40'-53'		7,500 - 37,000
Several Diesel Cruisers, 42'-110'		15,000 - 80,000

CRUISING AUX. and MOTOR SAILERS

35' aux. Ketch, teak decks, nylon sails, 40 h.p., bilt. 1946—offer
37' Diesel Ketch, heavy duty off-shore cruiser
55' Alden Diesel motor sailer, new sails. Owner wants action.

DESTINATION—DIAMOND HEAD

(Continued from Page 68)

chairman, with Freeman Lang as assistant. Generally speaking, Mercer carries on long distance CW contacts with his powerful home station; Lang, aboard his cruiser, takes over when the racers come within range of effective voice transmission.

The important Small Boat Committee is headed by Guy Rothwell, aided by Ed Sultan, Herb Briner, Bill Knock, and Fred McNamara. Plotting & Tracking comes under chairman Fred Hartman, who is helped by Bob Hemming and George Dinwiddie. Trophies are the province of co-chairmen Ed Locke and Dick Wheeler, with Art Myhre assisting.

Entertainment is co-chaired by Mr. and Mrs. Steve Royce, with the aid of the Messrs. and Mesdames Andy Anderson, Dick Soelberg, and Jack Fischbeck, plus Mrs. Sue Buckingham and Miss Barbara White. Official hosts and hostesses are the responsibility of Dode (Mrs. Pete) Wilson, with Grace Radcliffe and Barbara (Mrs. Pete) Goss. Harbor facilities come under Ben Rush and Capt. Axel Jensen.

The Towing Committee is under Herb Hart, with Henry "Suzi" Suzuki handling the tug *Hana-Hana*, helped by Ray Rietow. The Information Center comes under Mrs. Lee Kellerman, with the help of Mesdames Lou Schilling, A. Sacks, and Addison Love. The Souvenir Program is put out by Porter Dickinson, helped by Richard Mahan.

Other committee chairmen include Headquarters, John Goss; Mooring Installations, Ernie Gray; Searchlight, Bob Southgate; Mooring & Docking, Jim Cunningham; Aloha & Greeting, Duke Kahanamoku; Ship's Husbandry, Charles McWayne, Jr.; Public Relations, Ray Buisseret; Finance, Jay Quealy; and Kauai Race, Don Doyle. Of these 58 major committee members (including women), 41 are active yachtsmen and 10 are veterans of past TransPac races.

There is no way of adequately listing the hundreds of

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AUXILIARY SAIL

34' Cruising Sloop, Teak decks, 55 rig, slips, 4, Roomy	\$ 6,500
42' Husky Blue Water Cruising Schooner, slips, 6, top shape	10,500
44' Island Clipper Sloop, Fully equipped. Owner wants action	15,000
47' German 1947 Ocean Racing Yawl. All Teak Hull. The finest	35,000
54' Beautiful Alden Yawl. Skipper maintained. Outstanding buy	16,000

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36' T.S. '47 DeLuxe Cruiser, Slips, 6, Large Cockpit. Many extras	\$12,500
40' 1948 Husky DeLuxe Sedan. Owner must sacrifice. Asking	15,500
43' T.S. '47 Super Express Yacht. Fast! Nothing like her	35,000
80' T.S. Diesel Cruising Yacht. \$75,000 reconditioning. Sacrifice	45,000
85' T.S. Diesel yacht. 3000 mi. range. Beautiful appointments	55,000

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An appointment is recommended.

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24' Aux. Sail	\$ 2,500.00
17' Mercury Utility with Trailer	1,200.00
25' Chris, overnighter T.S.	5,000.00
26' Higgins, sleeps 2, T.S.	6,000.00
33' Chris Sedan, Exl. condition	12,250.00
35' Elco T.S. Sedan	17,000.00
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63' A.V.R. Twin Diesel	30,000.00

The Welin all-steel non-sinkable cruiser
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New Chrysler Engines less reverse gear	\$ 550.00
Direct Drive \$750; Reduction Gear Models	1,000.00
Special: 4 1/2-1 Reduction Gear Model	700.00
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CO2s 5# new, squeeze grip \$20.00 10#	\$ 25.00
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BLOWERS, Explosion proof, for engine space, new, 6-12 volt	12.00
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Will pay cash for postwar Luders L-16 without outboard well. Write particulars to Box 116, Sea & Pacific Motor Boat, 815 Witmer St., Los Angeles 17, Calif.

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Y.M.S.—49 x 48 1/2—Pair	\$495.00
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Join ROUND-THE-WORLD YACHT CRUISE on 100' Schooner. Take 2 years. Share expense. Eighteen persons aboard. Need four persons to rendezvous with us in Acapulco May 15, or leave from San Diego April 19. Give references. Write Ted Kistner, 2046 Oak Knoll, San Marino, Calif.

FOR SALE—1 only 350 HP 8 cyl. Superior Model #VDMB Direct Reversible Marine Engine. This engine is now operating on the Columbia River and may be seen in operation at The Dalles, Oregon. Upper Columbia River Towing Company, P. O. Box 461, The Dalles, Oregon.

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TREASURE MAP of the West Indies and the Spanish Main. This 19 by 24 in. full color map covers a wealth of fabulous treasure lost, amounting to an estimated excess of \$201,864,000. Compiled by Lt. Harry E. Rieseberg, world's foremost authority on sunken treasure. Beautiful for framing in rumpus room, den, living room, etc., \$1 per copy. Send to Lt. Harry E. Rieseberg Associates, 7458 Genesta Ave., Van Nuys, Calif.

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Auburn, Wash.

helpers who man the committees. These total more than 500 civic-minded corinthians. Nor is there any real need to thank the men and women who staff the finish end of the Honolulu Race.

When the big white windjammers come rolling down to spectacular finishes, and when the parties and merriment are in full swing, then the workers of the Honolulu committee find their satisfaction and reward. They have done so since the first TransPac in 1906; they will no doubt continue to do so, as long as the classic is sailed between the West Coast and Diamond Head.

Entries to date (March 5th) are as follows:

Boat	Size and Type	Owner	City
Tasco	50-ft. Yawl	Thomas A. Short	San Francisco
Golden Bird	44-ft. Yawl	B. W. Decker	San Diego
Atorrante	46-ft. Sloop	Lewis J. Whitney	Los Angeles
Chiriqui	59-ft. Ketch	Tucker McClure	Panama
Adios	59-ft. Yawl	Dr. Carl Jennsen	Seattle
Stagbound	38-ft. Ketch	Ira Prentiss Fulmor	Los Angeles
Altamar	46-ft. Sloop	Ken Davis	Los Angeles
Morning Star	98-ft. Ketch	Richard S. Rheem	Los Angeles
Landfall II	48-ft. Schooner	Dr. W. F. Holcomb	Oakland
L'Apache	72-ft. Cutter	H. Richmond & Max Wyman	Seattle
Peer Gyn	36-ft. Cutter	Dr. Gordon M. Morison	San Francisco
Silhouette II	55-ft. Yawl	Spencer L. Murfey, Jr.	Los Angeles
Ariel	50-ft. Cutter	A. L. McCormick	San Francisco
Holganza	42-ft. Yawl	Don Lawrie	San Francisco
Ramona	110-ft. Schooner	William Pomeroy	San Francisco
Jada	56-ft. Schooner	George L. Sturgis	Newport Harbor
Queen Mab	77-ft. Schooner	Mrs. Brunson, et al.	Newport Hbr.
Chubasco	67-ft. Yawl	W. L. Stewart, Jr.	Los Angeles
Goodwill	161-ft. Schooner	Ralph Larrabee	Newport Harbor

No less than thirty other owners have requested entry forms, so it seems likely that some forty-odd vessels will respond to the starting gun at Los Angeles Harbor on July 4th.

IN THE WAKE OF THE WAR CANOES

(Continued from Page 27)

coast. Eleven of us from the three boats piled aboard the *Pixie* for this run and Nora Jordan fixed up a sumptuous lunch from the boat's electric refrigerator. Hesquiat Harbor is an open roadstead and subject to the whims of the sea, a place to be avoided by small craft except in good weather. We anchored off a beach and rowed ashore to look for clams but the tide beat us to the clam beds.

Back at the cove we gathered up towels, soap and swimming suits, and marched off in a body down the trail a mile through the woods to the hot spring. A government crew had carved this trail out of hillsides, cut away fallen trees, burrowed under others, and erected foot bridges across the draws. Fern and salad grew everywhere. At the spring we found water bubbling out of the ground at 112 degrees F., running into a wooden tank and from there down a small brook to a fairylike waterfall, spilling into a rocky chasm that let to the salt water. Residents and natives had laid up stones to form pools in this outlet.

It was a sort of "men on this side, women on that side" matter when it came to changing into swim suits for the baths, but we managed behind the rocks. The next half hour was a lot of fun as the whole party slipped into the pools to scrub down. The ocean came to take its toll, too. The tide was coming in rapidly and each succeeding swell sent a cold wave rolling farther into the hot pools to alternately cook and chill the bathers, who screamed and howled.

On our way back to the boats, we passed a white fisherman trekking alone down the trail toward the spring. He said he had been out eight days on his boat, had just tied up at the float, and the bath was first on his agenda. He



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unspoiled Polynesian scenery

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22' EXPRESS CRUISER—Exciting new design by MERCURY. Speeds up to 28 m.p.h. with amazing stability and seaworthiness. Powered with a 6-112 Gray Phantom. Bunks two forward. Now you can command this new MERCURY for only \$3640.

14' SKI TUG—Here's the boat you've been waiting for. A 14' Ski Tug utility type boat, built to exacting MERCURY standards, with speed and seaworthiness no other boat in its class can touch. Speeds up to 39 m.p.h. with your choice of Gray engine, 60, 75, or 90 horsepower. Prices start at \$1695.



All MERCURY boats are quality built by craftsmen from the finest mahogany. They are finished to last for years with their own exclusive clear plastic coating. When you own a MERCURY you know you command the finest. Write for FREE catalog showing the complete Mercury line of racers, runabouts, cruisers, utility boats, water skis, accessories and equipment.

MERCURY BOAT COMPANY
2711 TULARE
BURBANK, CALIFORNIA

the Ameco Log



PROGRESS—"U. S. S. Dash"

The Ameco-built U.S.S. Dash likely will be the first of the 171-foot (Type I) Minesweepers to be completed. Its advanced progress was back of the recent Bureau of Ships' selection of Astoria Marine Construction Co. as lead shipyard for the country in this building program. The announcement came from the Supervisor of Shipbuilding, USN, and many top ranking Naval and Design agents have been at Astoria working with Ameco as the Dash leads the way in this development of the non-magnetic minesweepers. Exhaustive trials are planned for early Spring.



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The Quarter Deck

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Exclusive!
AT

carried towel and soap in his hand.

Clarke's store displayed a number of Indian relics and souvenirs left there to be sold. One of these was a seven-foot wooden statue of "John," who appeared to be part white, part brown, was garbed in knee length pants, a shirt and strange hat bearing the head of an animal with eyes and nose pointed forward. It was for sale for \$95, cash. The same carver also had left a wooden porpoise, highly colored, also for sale for \$95, cash. We were "fresh out" of \$95, but Ivan permitted us to carry the statues out to the boats for pictures.

The women purchased several market baskets made by Indian women. These were nicely woven from native grasses and bark of trees, and were colored with dyes made from herbs, roots and berries. Designs woven into the baskets represented bald eagles, whales, warriors in canoes, and birds swimming and flying.

Our next overnight stop was in Pretty Girl Cove, at the end of Holmes Inlet, 15 miles from the ocean. *Pixie* dropped down its heavy anchor and the other two boats tied alongside, a method of anchoring that we used several times. The inlets are very deep and the only anchorages are at the heads of the inlets where mountain streams poured in material to build up ledges of mud and sand. We found it was best to anchor at the edge of the ledge, always sounding to make sure we would still be afloat at low tide.

We discovered an oyster bed in the vicinity and George and Howard gathered a big mess of Japanese oysters for the boats.

We called at Ahousat, the trading post for the Indian community at the south end of Flores Island, and there we met Mr. and Mrs. Bert Clayton who operate the store, gasoline station and dock.

Bert told us much about Herbert Inlet where he has a cabin, about the Moyeha River at the head of the inlet, the Big Boy mine and nearby waterfall, about black bears and brush deer, steelhead trout, coho salmon, merganser ducks, mallards, and trumpeter swans which he declared winter in that region.

The Ahousat Indians, Bert said, are descendants of the fiercest and smartest tribes of the island. They were a part of Chief Wickaninnish's empire when the first white traders and explorers came to the west coast and later they conquered most of the other tribes in the Clayoquot and Hesquiat region. They resided on Vargas Island when Meares, Gray and Kendrick were there but later moved to their present location at Matilda Inlet. Only 2000 members of the tribe remain in that area now, but they are leaders in the fishing industry and their women are declared to be the finest basket weavers on the coast.

Some of the older Indians still cling to ancient customs, such as burying their dead with prized possessions about them, but they will not permit white people to invade their burial grounds.

At Ahousat, also, we found Smudgey, the Clayton's eight-year-old tom cat who meets all the strange boats that come to the float. Smudgey jumps aboard and strolls through to make a quick survey inside, and he departs as unconcerned as if he were a well-satisfied inspector.

We were never in a hurry to move on during those pleasant days in northern Clayoquot Sound. We slept late, loafed in the dinghies, tried fishing in the crystal clear streams. Ten or 15 miles became a day's run, and we liked it. We had considerable rain, some overcast and fog, but

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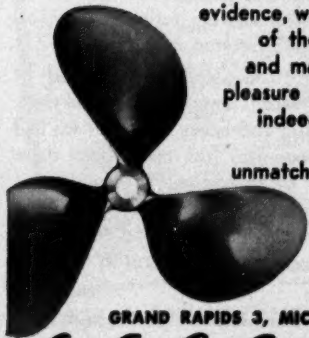


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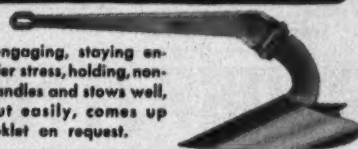
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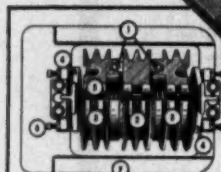
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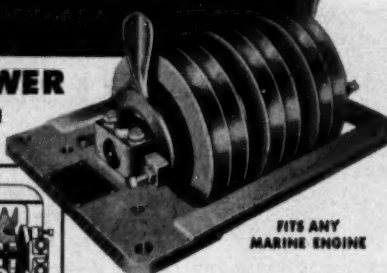
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very little wind. When we moved, we could run for miles without seeing another soul or a sign of permanent habitation, but we noted a number of weather-beaten shacks, with windows gone and brush grown up thickly around, indicating unsuccessful attempts of settlers to eke out an existence.

We anchored one night at the mouth of the Megin River and another night at the Moycha River. While George Donaugh and I were seated in the dinghy at the mouth of the Megin we looked up to see a brush deer eyeing us from a thicket not more than 75 feet away. We learned to trap crabs at the edge of the banks where fresh water streams mingle with the salt water. Fish heads proved to be the best bait.

We pulled the *Rambler* up to the foot of the Big Boy waterfall and slipped the bow line through a ring bolt which had been driven into the solid rock by a government vessel years ago. We rigged our hose to our fish landing net and propped it into the water in such a way that the water ran through the hose and into our fresh water tank. We filled the tank with cold, sweet water which came from a crater lake on the mountain 5200 feet above, according to Bert Clayton.

Next day we were back in Tofino where we parted company with the *Pixie*. *Georgia Lee* and *Rambler* headed out for Barkley Sound, homeward bound, but *Pixie* stayed in Clayoquot Sound for another week. The Jordans declared that was their favorite spot.

Half way to Amphritrite Point, we came upon scores of Canadian trolling boats fishing for silverside salmon so both boats slowed to trolling speed and soon we had fresh fish for supper. We anchored that night in the cove between Jacques and Jarvis Islands, our last nightly anchorage together in Canada on that fine cruise.

At Bamfield, Mr. Fry, the customs collector, picked up our cruising permits and informed us that he had issued only 14 permits to American boats that season, then nearing an end. We had met only two other American boats outside of our own party. One was the 92-foot diesel yacht *Olympus*, of Tacoma, and the other was the 57-foot sloop *Alotola*, owned by Charley Frisbie, of Seattle.

Rambler and *Georgia Lee* parted company off the Pachena Point lighthouse, the former heading across to Neah Bay and the latter to Victoria to join the *Periwinkle*.

Three days later, *Rambler* was back in her home berth at Portland Yacht Club. She had been gone 23 days, had cruised only 954 nautical miles, much less than the usual cruise distance to the Strait of Georgia area, and less than one-half of this mileage was in Canadian waters. Yet we had visited much fresh, new (to us) country. We had been under way 139 hours, had burned 516 gallons of gasoline which cost \$101 after the tax refund were collected from the states of Washington and Oregon.

During our 16 days along the island coast we had 12 days in which the sun had shone some or all of the time, and much less rain, fog, wind and heavy seas than we had been led to expect by others who had never been there but who knew the country by reputation. We found that June and July are good months to visit that region. Fog and rain become more prevalent in August and September, and the rest of the year normally is too blustery for safe and comfortable boating.

It was a grand vacation cruise and we set our sights for the same area the next summer. That time we went on to



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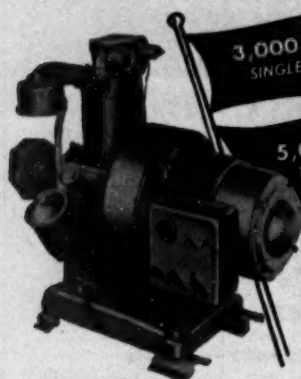
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historic Nootka where the British and Spaniards quarreled over the first white settlement and almost went to war. Friendly Cove, in Nootka Sound, was the headquarters of Chief Maquinna, who was even more powerful and more famous than was Wickaninnish. Maquinna's descendants now are few in number, their war canoes also are laid up, but their land is a charming new mecca for west coast pleasure boaters.

LOS ANGELES BOAT SHOW

(Continued from Page 30)

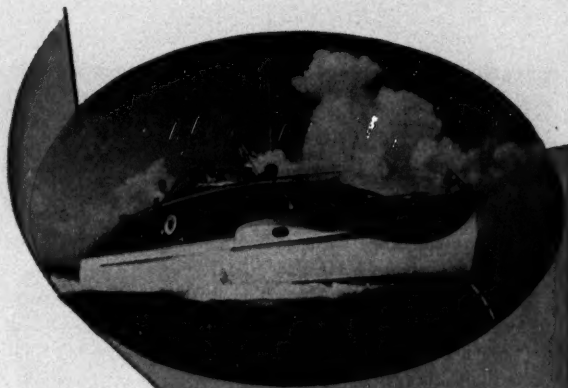
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SPEEDBOAT PICTURE

(Continued from Page 33)

B Stock Hydro, C Service Hydro, D Stock Hydro and unlimited.

Western Speedboat Assn. sponsors its first 1953 race April 12 at Emigrant Lake, south of Ashland, Oregon. Trophies and prize money will be offered for these classes: B Utility Runabout; D Utility Runabout; B Service Runabout; D Service Runabout; B Hydro, D Hydro and a



THE experienced yachtsman values COPERLOYD not only for a slick racing bottom but for the practical value of the absolute protection it provides against marine growths. Result:—trouble free cruising and minimum expense for his yacht's maintenance and fuel.

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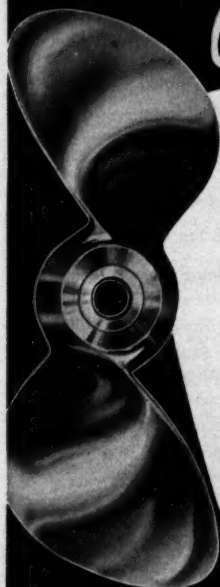


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B-Combined race for women.

Rich Hallett, who builds boats at Downey, Calif., is participating in the Grapefruit Circuit with his 225 and his 135 hydros. The Florida Circuit continues on through March.

The Southern California Speedboat Assn. has announced sponsorship for three races, May 30, July 4 and Labor Day, all to be held at the Long Beach Marine Stadium.

The Modesto Power Boat Club is sponsoring its second BOAT SHOW, March 28 and 29. There will be a showing of both inboard and outboard racing craft, the latest of design and the fastest of each class.

Mariposa Boat Club, Inc., composed of outboards, racing and utility and inboards, is staging its first race on Lake Merced in San Francisco on April 19, an event for outboards only, APBA sanctioned. Cash prizes or trophies will be presented.

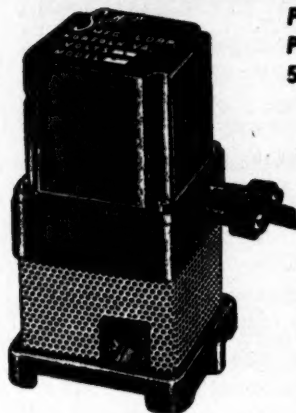
1953 REGION 11 and 12 RACE DATES

February		
22—Needles, California	.....	Stock Outboard
April		
12—Clearlake (Park)	.....	Stock Outboards
12—Bakersfield	.....	Inboards
19—Lake Malibu	.....	Stock Outboard
19—Lake Merced (San Francisco)	.....	Racing Out.—2 Stock Out.
26—Lake Malibu	.....	Racing Outboard
26—Oakland Airport Channel	.....	Inboards
May		
3—Parker, Arizona	.....	Inboards
3—Owens Lake (Modesto)	.....	Stock Outboard Marathon
9-10—Blythe	.....	Stock Outboard Comp. & Mile Trials
10—Friant Dam (Fresno)	.....	Inboards & Outboards
10—Willows	.....	Stock Outboards
16-17—Salton Sea (Mile Trials)	.....	Inboards
17—Bakersfield	.....	Stock Outboards
17—Oroville	.....	Racing Out. & 2 Stock Out.
24—De Anza (San Diego)	.....	Racing Outboards
24—Owens Lake (Modesto)	.....	Inboards
30—Long Beach	.....	Inboards
30—Clear Lake (Lucerne)	.....	Stock Outboards
June		
7—Sacramento River	.....	Inboards
7—Lake Calaro (San Jose)	.....	Stock Outboards
7—Coyote Lake (Gilroy)	.....	Racing Out. & 2 Stock Out.
14—Lake Elsinore	.....	Inboards
14—Friant Dam (Fresno)	.....	Stock Outboards
14—Long Beach	.....	Racing Outboards
21—Lake Elsinore	.....	Stock Outboards
28—Bakersfield	.....	Racing Outboards
July		
4—Long Beach	.....	Inboards
4—Lake Merritt (Oakland)	.....	Inboards
4—Lodi	.....	Racing Out. & 2 Stock Out.
5—Clear Lake (Lakeport)	.....	Inboards
5—Healdsburg	.....	Racing Out. & 2 Stock Out.
5—Santa Barbara	.....	Racing Outboards
5—De Anza (San Diego)	.....	Stock Outboards
12—Donor Lake	.....	Racing Out. & 2 Stock Out.
19—Sacramento River	.....	Stock Outboard Marathon and B & E Racing. P.O.D.H., Crackers
19—Balboa or Lake Elsinore	.....	Stock Outboards
26—Long Beach (Hearst Regatta)	.....	Inboards
26—Site undecided Region 11	.....	Stock Outboards
31—Canada	.....	Racing Outboards & Stock Out.
August		
1-2—Green Lake, Oroville, Washington	.....	Racing Outboards & Stock Out.
2—Oakland Airport Channel	.....	Inboards
2—San Diego	.....	Stock Outboards
8-9—San Diego	.....	Racing Out. & Stock Out.
9—Lake Elsinore	.....	Inboards
16—Lake Yosemite (Merced)	.....	Inboards
23—San Diego	.....	Racing Outboards
30—Healdsburg	Racing Outboards & 2 Stock Out.
September		
7—Long Beach	Inboards
7—Lake Merritt (Tentative)	Inboards

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**Pumps Over 600 Gal.
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560 Gal. at 2 Feet**

**ONLY 7 1/2" HIGH. FITS ANY
SPACE. OPERATES SUB-
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Operates on 40 watts. Does not have to be fastened down—will not tip over. VAPOR PROOF—will not cause explosion under most hazardous condition. All bronze construction with heavy gauge screen surface—mechanically simplified for trouble-free operation. Complete with 5 ft. oil-proof, grease-proof neoprene-covered electric cable.

SPECIFICATIONS

Height 8 inches
Base Size 4 1/4 x 4 1/4 inches
Outlet Size 1/2-in. pipe thread
Screen Area 43 square in.
Weight 10 3/4 pounds

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Model	Volts	Amps.	Pr., ea.
PSM-6	6	7	\$33.25
PSM-12	12	3.5	35.50
PSM-24	24	1.85	38.00
PSM-32	32	1.7	38.00
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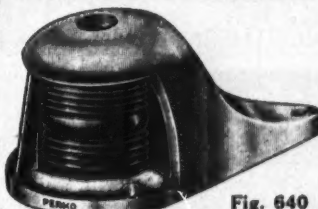


Fig. 640

Fig. 771



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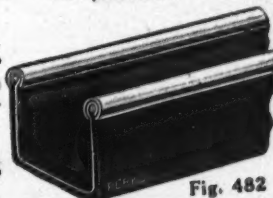


Fig. 482

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Fig. 163

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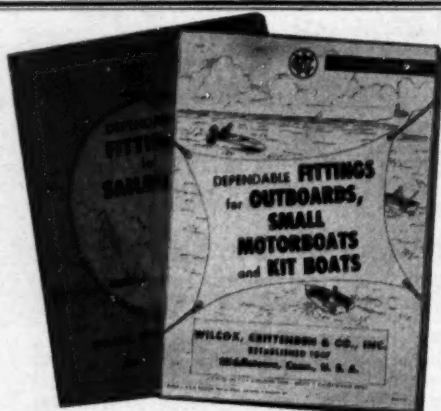
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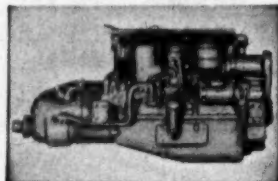
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Region 10

April 5—Samish Wash	O
May 10—Wenatchee, Wash	O
July 26—Spokane, Wash.	O
July 29—Nelson, B.C., Canada	I
July 31—Kelowna, B.C., Canada	I-O-SO
August 1-2—Oroville, Wash.	I-O-SO
August 7—Seattle, Wash.	I-O-SO
August 9—Olympia, Wash. (Gold Cup)	O
September 6-7—Devils Lake, Ore.	I-O-SO

Region 16

May 24—Caldwell, Idaho	I-O-SO
May 30—Salt Lake City, Utah	I-O-SO
June 7—Cambridge, Neb.	I & SO
June 21—Loveland, Colo.	I & SO
July 4—Corinne, Utah	O & SO
July 5—Casper, Wyoming	I & SO
July 19—Grand Lake, Colo.	I & SO
August 2—Denver, Colo.	I & SO
August 16—La Junta, Colo.	I & SO
August 30—Burlington, Colo.	I & SO
September 6—Delta, Utah	I-O-SO

LOS ANGELES MIDWINTER REGATTA

(Continued from Page 35)

Snipe—Tom Frost	Googol
Mercury—Ed Poole	Silver Fox
Int. 14—Carl Eichenlaub	Catorce
Flattie—Elmer Straford	Old Pain
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Penguin—Sherry Hossom	Sea Witch
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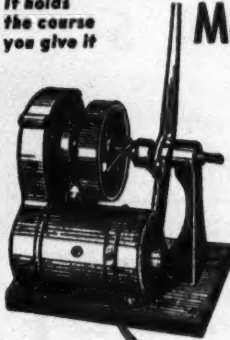
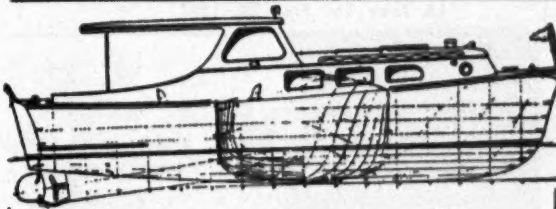
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FULL SPEED AHEAD ON THE BAY

(Continued from Page 37)

fleet during the last year. We should have a greater variety of craft than ever before and more of them.

The Aeolian Yacht Club of Alameda has found that in-

creased participation by the women members of the club resulted in much more fun for everybody. Plans are now being formulated to organize a ladies' auxiliary so that they may become an integral part of the club. Also there are plans afoot to enlarge the club's station on the estuary. This club has become nearly one hundred percent a large sailboat club due to the fact that they do not participate in N.C.P.C.A. and have no organized S.B.R.A. fleet. It must be close to the sailing-est club in the Bay.

The Palo Alto sailers were invited to an open house aboard the new yawl *Theis*, now owned by Tommy and Wendy Thompson. Vice-Commodore Bill Byxbee purchased the *Circus* from the Thompsons and everyone is hoping for another open house.

The Golden Gate Yacht Clubbers report that their Commodore Len Fleischman welcomed the arrival of a new junior commodore, Steven Curtis Fleischman, on January 22. It appears the Commodore will be very busy this year with his new son and many club duties. The Ladies' Auxiliary is still holding forth with many activities to keep the club's social calendar very much alive.

Coyote Point Yacht Clubbers are still improving their self-made club house which surprises all visitors with its professional appearance. A big sea-weed bouquet of congratulations should go to this club for the gigantic effort they put forth to build their own club house. Officers for 1953 will be Robert Klose, Commodore; Charles Hoffman,

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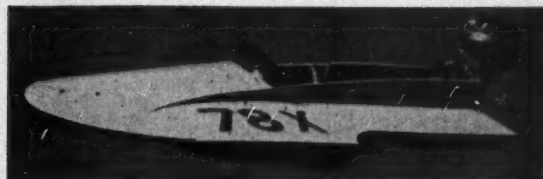
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Vice-Commodore; Robert Kanewski, Treasurer, Harry Stern, Jr., Secretary, Mario d'Augusta, Port Captain, and Charles Jordan, Rear Commodore.

The Saint Francis Yacht Club will have for 1953: Charles Langlais, Commodore; Frank Heistand, Vice-Commodore; Lester Stone, Rear Commodore; Henry Eickoff, Jr., Secretary. A board of directors will have Leon De Fremery, George Carney, Larry W. Jordan, Ray Goodwin, Henry Eickoff, Jr., and Schuyler Hunt.

Once again the Club will be the headquarters of the Pacific Coast Championship Regatta. They should be congratulated on providing their facilities for this very important event.

The Delta Yacht Club held their installation party on Feb. 7 and installed Dr. Jim Porter, Commodore, Jack Benton, V. C., Don Adam, R. C., Ev. Welby, Secy.-Treas. and Port Captain. Roy Flood, Red and Ruth Taylor of the *Dukeen* from Brentwood, Lou and Wally Hewitt from Oakland, Ed and Roby Fischel from Fresno and Bill and Mary Peacock from San Mateo all voyaged to Delta for the party.

CORONADO—SAN DIEGO

(Continued from Page 38)

second place and Steve Hall's *Deneb* was third. Eleven boats competed.

March came in like a gusty old lion and Alonzo de Jessop's *Comber* took it standing up, like the grand old lady she is, and showed her heels to the whole fleet to win the Washington's Birthday Handicap.

Walter Albrecht's *Sea Gypsy* also found the heavy stuff to her liking, buried her ports in the white caps, giving the watch below a view like a Bendix laundry, and came in a strong second.

The rest of the fleet poured in, in fairly close order, to vindicate handicapper Paul Kettenburg. Ash Bown, in *Carousel*, luffed Walter Trepte's *Evening Star* right through the yacht anchorage, dinghy-fashion, and cut the big yawl off for third place, by half a length.

110 Championships Set

S.D.Y.C. 110's will host both the District Championships and Class International's this summer. The former series is slated for August 5th, 6th and 7th. The latter will occur between August 11th and 14th.

Fleet Captain Lee Kellerhouse, Secretary Dick Lough and Entry-Chairman, Dan Sanborn, are already busy on the detailed plans.

Defending International Champ, Bob Mann, who produced the printed schedule, has finished the job; and a beautiful program it is, with special art work.

The One-Tenners are making big plans, with expectations of visitors from afar, including Canada and Hawaii.

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